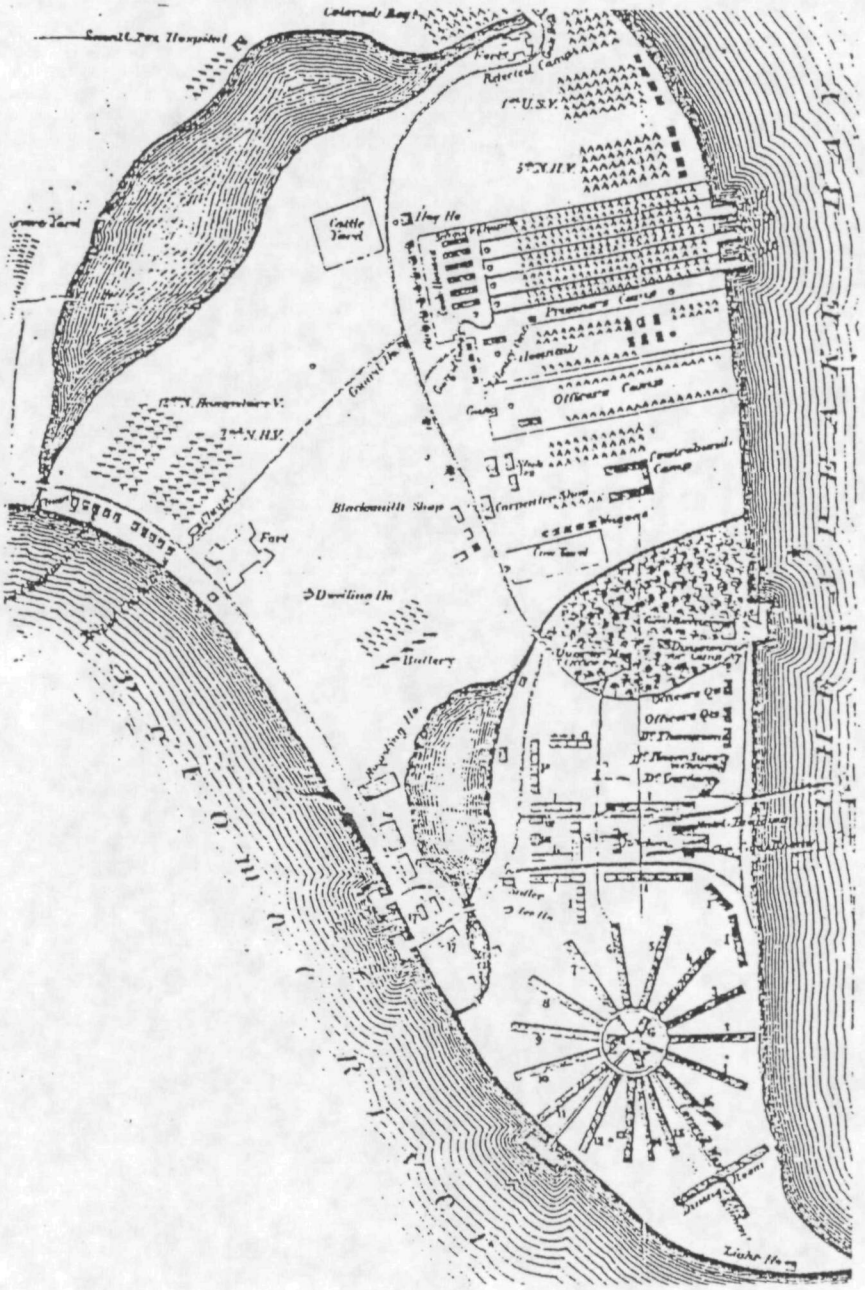
UNDERWATER ARCHAEOLOGICAL RECONNAISSANCE AND RESOURCE ASSESSMENT OF THE PUBLIC BEACH NEARSHORE AREA AT POINT LOOKOUT STATE PARK, POINT LOOKOUT, MARYLAND



UNDERWATER ARCHAEOLOGICAL RECONNAISSANCE AND RESOURCE ASSESSMENT OF THE PUBLIC BEACH NEARSHORE AREA AT POINT LOOKOUT STATE PARK, POINT LOOKOUT, MARYLAND

Prepared by
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Prepared for
Maryland Forest and Park Service
Department of Natural Resources
Annapolis, Maryland

Donald G. Shomette
Principal Investigator

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ABSTRACT

On 14 and 15 May 1983 Nautical Archaeological Associates, Incorporated, under contract with the Maryland Forest and Park Services, conducted an underwater archaeological reconnaissance survey of the nearshore area of the public beach at Point Lookout State Park, Point Lookout, Maryland. The purpose of this study was to carry out a visual underwater investigation of the nearshore area to a distance of 150 feet from the public beach, to conduct limited artifact sampling, to map and draw features discovered, and to produce a full written report on the methodology employed, the nature of the bottom, findings, and recommendations for the management of the area studied and for the remainder of the park.

This survey resulted in the identification of the nature of the submarine environment in the study area, the recovery of numerous artifacts representative of the artifactual population of the study area, the mapping of significant features, and the discovery, partial excavation, and mapping of a shipwreck dated ca. 1870-1910 believed to be a centerboard scow schooner.

Preliminary analysis of the artifactual materials and the shipwreck suggest that further study should be conducted of the shipwreck site and the entire nearshore area falling within the jurisdiction of Point Lookout State Park. Specific recommendations are outlined in Part VII of this report.

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FIGURES

ACKNOWLEDGEMENTS

Ever since the advent of the self-contained underwater breathing apparatus, or SCUBA, and the subsequent popularization of the sports of skin and scuba diving in Maryland, the shallow waters surrounding Point Lookout State Park have served as a mecca to divers. Unfortunately, indiscriminate relic hunting has also increased as a result of this invention. The decision by the State of Maryland's Department of Natural Resource's Forest and Park Service to initiate a limited underwater reconnaissance of these waters, in view of the growing concern for the preservation of Maryland's submerged cultural resources, is therefore of significant import.

I would like, as principal investigator, to express my sincere appreciation to Maryland State Archaeologist Tyler Bastian and Forest and Park Historian Ross Kimmell for their concern and direction in initiating the reconnaissance project at Point Lookout State Park, Maryland. I would also like to thank archaeologist Joseph McNamara for coordinating the effort in its conceptualization phase. Acknowledgement must also be extended to Point Lookout State Park Director Daryl DeCesar and his staff for assisting Nautical Archaeological Associates, Incorporated in almost every way practicable during the actual survey. Thanks must be extended to my field chief, Eldon Volkmer; to divers Kenneth Hollingshead, Lawrence Pugh, Dale Shomette, Allen Polianski, and Nicholas Freda; to boat tenders Fred W. Hopkins, Jr., and Virginia Walters; to support tender Iva Wesley; and to transit operator Grady Shomette. Special acknowledgement

should also be given to Orva Heissenbuttel, ceramics consultant to the Smithsonian Institution, for her assistance in the diagnostic evaluation of various artifacts recovered. My appreciation also extends to Edwin W. Beitzell and Fred Tilp for their comments concerning ship types and construction. I also wish to express my appreciation to Jennifer Rutland for editing and typing this report.

Donald G. Shomette
Principal Investigator

INTRODUCTION

The waters surrounding the Point Lookout Peninsula have long been coveted by watermen, sport fishermen, and recreational boaters. They have also, since the popularization of scuba diving in the early 1960s, proved to be a strong attraction to recreational sport divers. At first, visitation by divers was conducted primarily in class units for open water checkouts, a standard requirement for novice divers undergoing training to receive national certification. Quickly, however, it was discovered that in these waters, particularly in the nearshore areas, artifacts associated with the Civil War-era prisoner-of-war camp could be found in great abundance. During the peak of the Civil War Centennial, divers flocked to the area in search of relics such as mini-balls, belt-buckles, bottles, and a wide variety of other military accoutrements and artifacts associated with war years. The area was promoted in such national diving publications as Skin Diver Magazine and in regional publications such as New Jersey Diver, as a mecca for relic hunters. Though such activities were clearly forbidden on the land, it was unclear whether antiquities laws extended into the waters. Until recently, there has not been any serious initiative to prohibit relic hunting in the waters.

The sophistication and expertise of diving relic hunters has in recent years reached unprecedented levels. A panoply of metal detectors, magnetometers, and other electronic paraphernalia are today readily available from numerous stores and outlets. Large, well-organized clubs thrive throughout the Tidewater, with many members--

as well as independent divers--specializing in the search for and recovery of historic relics and valuables.

Point Lookout remains as strong an attraction today for divers as it was in the 1960s. One recent publication, Treasure on the Chesapeake Bay, states: "Within the boundaries of the State Park there is a priceless hoard of relics and artifacts. Unfortunately the park is off limits to treasure hunters at this point in time. But the waters of the Chesapeake, that lap the shoreline, are not. . . . For wading treasure hunter or treasure diver this is truly an easy opportunity to recover valuable Confederate artifacts. The park may be off limits, but the waters are ours to pursue!"

Perhaps it is not such a coincidence that in this same publication there is pictured a treasure-hunting diver, clad in wetsuit and equipped with a submersible metal detector, long-handled scoop, and floating artifact basket, hard at work at his hobby. While NAA was conducting its reconnaissance at Point Lookout, this treasure hunter was seen carrying out a search in the survey area--"hunting for rings and lost coins."

Certain areas of the nearshore at Point Lookout have, according to various divers interviewed, proven quite rich for the relic hunters. Areas such as that off Fort Lincoln, on the Potomac side, and the reach between the Confederate Enlisted Mens Prison and the Hammond Hospital on the Chesapeake side--areas which have been heavily eroded--have been intensively "fished" for years.

This is not to say that all divers entering the waters off Point

Lookout are intent on gathering up relics. It is merely meant to point out the serious problems presented to the State of Maryland if the state seriously hopes to manage its submerged cultural resources in a comprehensive program. It is hoped that NAA's underwater reconnaissance of a small impacted sector of the waters off Point Lookout will prove of value in the development of a better understanding of the submerged archaeological resource base and its cultural and interpretive value.

I. HISTORIC OVERVIEW

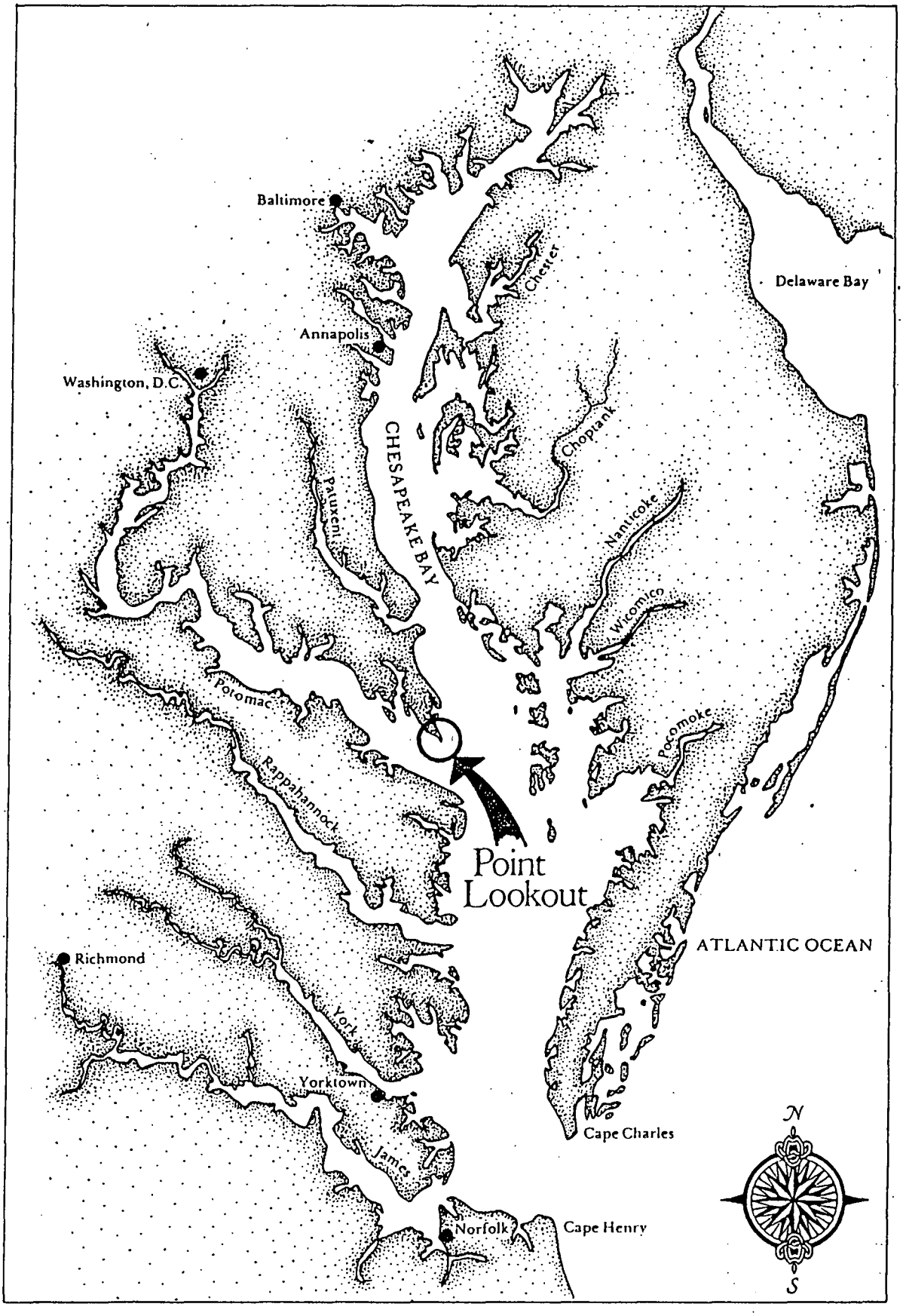
In the year 1588 a tiny Spanish vessel under the command of Captain Vincente Gonzales, sailing from the presidio of St. Augustine, Florida, on a mission of exploration, entered the middle reaches of the Chesapeake Bay, known to the Spanish as Bahia de Santa Maria, or Bahia Madre de Deus. That the expedition entered the mouth of a wide river called San Pedro is certain. That the San Pedro was one and the same as the Potomac River is probable. Thus, there is a strong likelihood that the Gonzales expeditionaries were the first Europeans to see the sandy north shore peninsula that poked fingerlike into the conflux of the Potomac and the Chesapeake which would later be named Point Lookout.

The Point Lookout Peninsula first appeared on Captain John Smith's famed map of the Chesapeake Bay region in 1612 as "Sparkes poynt." In 1635 it was referred to by Father Andrew White, the noted Jesuit missionary who came to settle with the first English colonists at St. Mary's, as Saint Michaels. The peninsula is first prominently noted as "Poynt Look out" in 1648 by Captain William Claiborne, though two years later it is referred to as "Poynt Look out in St. Michaells manor."

Point Lookout began to gain notoriety in August 1648 when a party of Indians attacked and scalped a white settler, one Thomas Allen, and several of his sons. Again, in 1681, another massacre of English settlers in the vicinity occurred when a party of Indians crossed the Potomac in canoes and launched a surprise attack.

FIGURE 1

Point Lookout, Maryland.


Baltimore
Annapolis
Washington, D.C.
Chester
Delaware Bay
CHESAPEAKE BAY
Choptank
Patuxent
Nanticoke
Wicomico
Potomac
Pocomoke
Rappahannock
Point Lookout
ATLANTIC OCEAN
Richmond
York
Yorktown
James
Cape Charles
Norfolk
Cape Henry
N
S

The strategic value of the point, projecting into the confluence of bay and river, and despite its isolation from major settlement areas, was first apparent during the opening days of the American Revolution. In July 1776 forward observers belonging to the St. Mary's County Militia were stationed on the point to keep watch for hostile shipping. Soon after the post was established, a fleet of more than 70 ships, including large men-of-war, belonging to a British and Loyalist force commanded by Earl Lord Dunmore, last royal governor of Virginia, hove to off the point preparatory to a landing at St. George's Island. The following year, in March, a detachment of fifty county militiamen under the command of Captain John Allen Thomas was directed to garrison the point.

Though no major actions occurred in the direct vicinity of Point Lookout during the Revolution, the War of 1812 was a different matter. Again, the Royal Navy sought to make the Chesapeake Bay a British lake. Ill-equipped to contend with British naval superiority in the Bay area, the federal government established a forward observation post on the point to monitor enemy naval activities in the mid-Bay region. The observer, Thomas Swann, was to become something of a fixture at the point until July, when a British invasion force of between 2,000 and 3,000 men landed and occupied the entire peninsula. The invaders terrorized the citizenry, using Point Lookout as a temporary base of operations for raids into Southern Maryland. Upon their departure, Swann again returned to the point to take up his duties as forward observer. In August 1814, Swann was the first to observe the gather-

ing of two squadrons of British warships off the point, one under the command of Admiral Sir George Cockburn, the second under the direction of Admiral Sir Alexander Cochrane, commander-in-chief of all British forces on the American Station. This hostile enemy force had as its objective the capture of Washington, D.C., a goal which was successfully achieved on August 24, 1814.

In 1830 Point Lookout again received the attention of the federal government when a lighthouse was erected on the point. Two years later the government secured a right of way to ensure the continuation of land supply to the station. It is interesting that the first keeper of the Point Lookout Lighthouse was a woman, Ann Davis, who managed the light from 1830 to 1847.

In 1857 William Colt Johnson acquired 400 acres of land at Point Lookout for the purpose of establishing a resort. A hotel and cottages were erected, and within two years the resort's success was ensured. Boosted by regular steamboat service, such as that offered by the steamer Lady of the Lake, the point became a popular and fashionable place for Washingtonians, Marylanders, and Virginians to "take the waters" and vacation.

With the outbreak of the Civil War, the budding commercial success of Point Lookout was to be dreadfully curtailed. The isolated peninsula facilities were considered suitable to service Union sick and wounded and were quickly secured by federal authorities, though not without some mishap. On August 17, 1862, the steamer State of Maine arrived at the point with nearly 350 sick and wounded soldiers,

one of the first of such contingents to arrive. As the soldiers were disembarking, the steamer wharf collapsed. Though no lives were lost, there was an urgent call to replace the facility and ensure logistical support. Thus, Captain L. C. Edwards, Assistant Quartermaster at the point, began construction of a major wharf far superior to that which had preceded it. This structure was to be 280 feet in length and 16 feet wide. Edwards later added 30 feet to its overall length when the site began to serve as a supply depot for the Army of the Potomac.

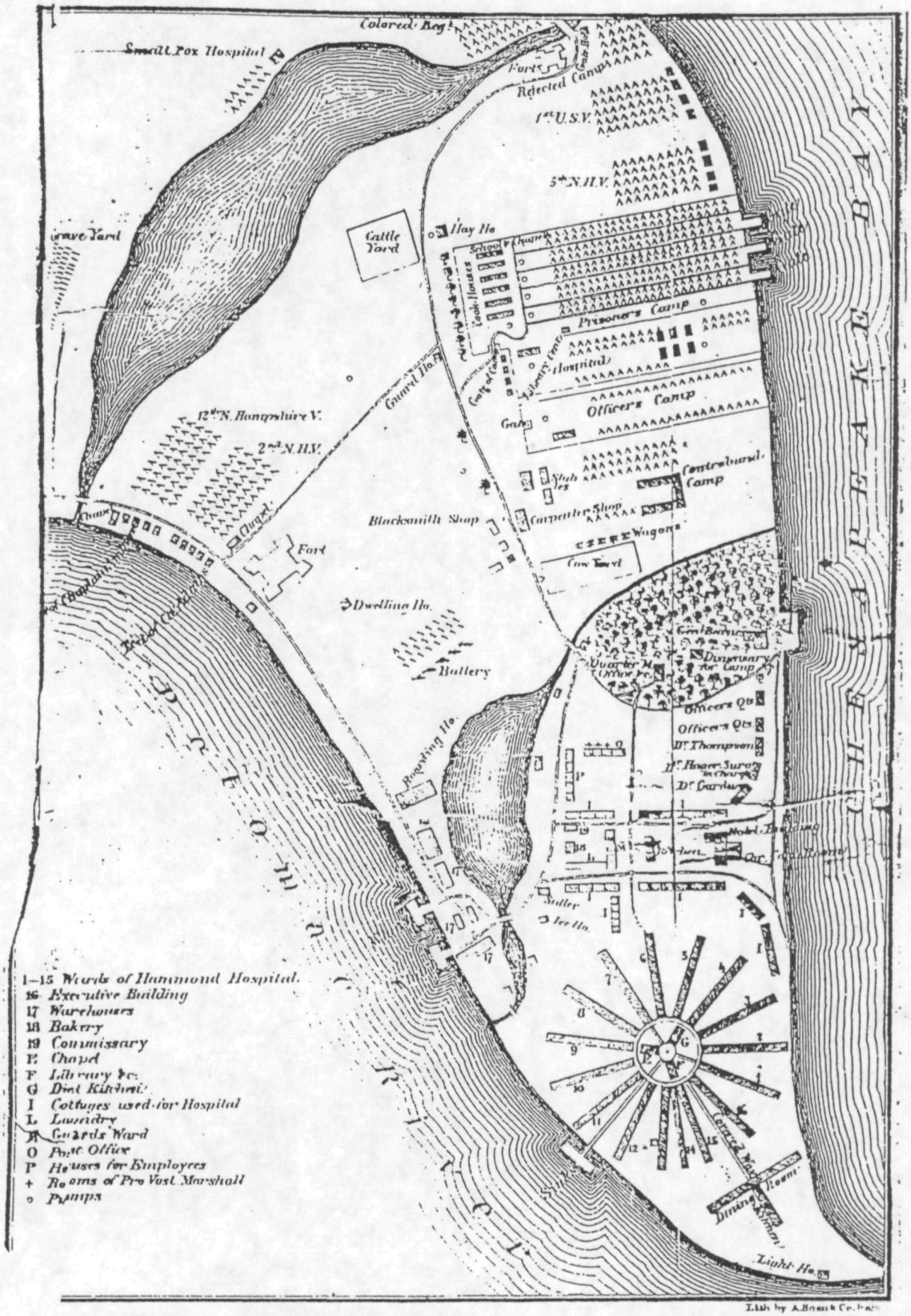
The subsequent conversion of Point Lookout into a prisoner-of-war camp for Confederates has been well documented by Edwin Beitzell and others and requires only cursory discussion here. After the Battle of Gettysburg in July 1863 the federal government, pressed by the need to feed and house a burgeoning Confederate prisoner population, sought to establish a depot at Point Lookout sufficient to house 10,000 prisoners, utilizing old tents. Brigadier General Gilman Marston was placed in command. Officially referred to as Camp Hoffman, the site soon grew to incorporate extensive facilities, including a major steamer landing, prisoner pens, commissary houses, barracks, dispensary, and ordnance buildings. By the end of September 1863 more than 4,000 Confederate prisoners had been sent to the camp, and by December the number had grown to over 9,000.

Sanitation conditions at Camp Hoffman were always less than adequate. Beitzell (pp. 22-24) notes that "sinks [privies] were built out over the bay on the east but were insufficient; night boxes were

FIGURE 2

Hospital & Military Prison at Point Lookout.
Reverend A.B. Cross, 1864
A. Hoen & Co. Lithographers, Baltimore.
Military Prison at Point Lookout
United States Christian Commission Report, Vol. 3, 1864.
(Copy from Beitzell)

Two Potomac River wharves are pictured in Cross' map ca. 1864 which would have fallen within the Sector I survey area. The Hammond Hospital sinks, projecting out over the Potomac are also pictured. Of note on the Chesapeake side, fronting General Barnes' building is a square structure projecting into the bay, undoubtedly one and the same as the stone breakwater pictured in Figure 3 cartouch of Marston's Headquarters. Three "gates", possibly privy works, are pictured projecting into the bay from the Enlisted Men's Prison Camp.



Lith by A. Brown & Co. Phila.

HOSPITAL & MILITARY PRISON AT POINT LOOKOUT.

FIGURE 3

POINT LOOKOUT,MD. VIEW OF HAMMOND GEN^{L} HOSPITAL
& U.S. GEN^{L} DEPOT FOR PRISONERS OF WAR
George Everett, date unknown
Colored Lithograph
E. Sachse & Co. Baltimore Lithographers
Civil War Map Collection No. 257
Geography and Map Division, Library of Congress

(Copy from Beitzell)

Of note in this birdseye view of Point Lookout is the steamboat wharf (no. 17) which once existed in the Sector I area of the 1983 survey. Not shown is the "Old Wharf" which lay immediately south of the steamer wharf pictured. Also of interest is the Hammond Hospital sinks which project into the Potomac (to the left of no. 9), and at least four similar structures immediately south of Lake Conoy (between nos. 59 and 49). General Marston's Headquarters, fronted on the beach by a stone breakwater, pictured in the upper left, is among the numerous structures on the Chesapeake side of the peninsula which is situated in areas now covered by bay waters.

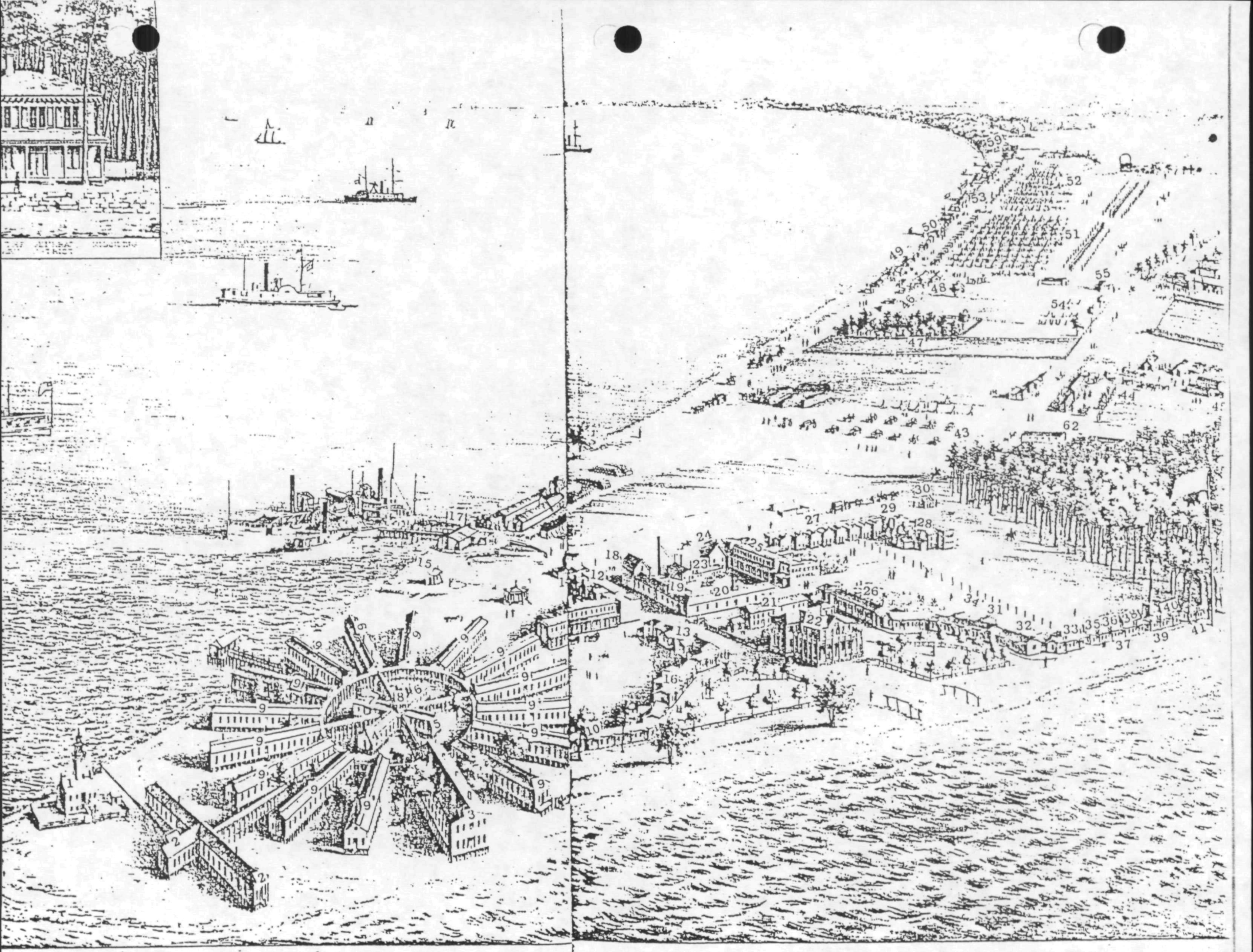


FIGURE 4

Government Wharf, Quarter Master & Commissary Store Houses Lumber Shed &c. Point Lookout, Md. September 17, 1865.

National Archives, Washington, D.C.

(Copy from Beitzell)

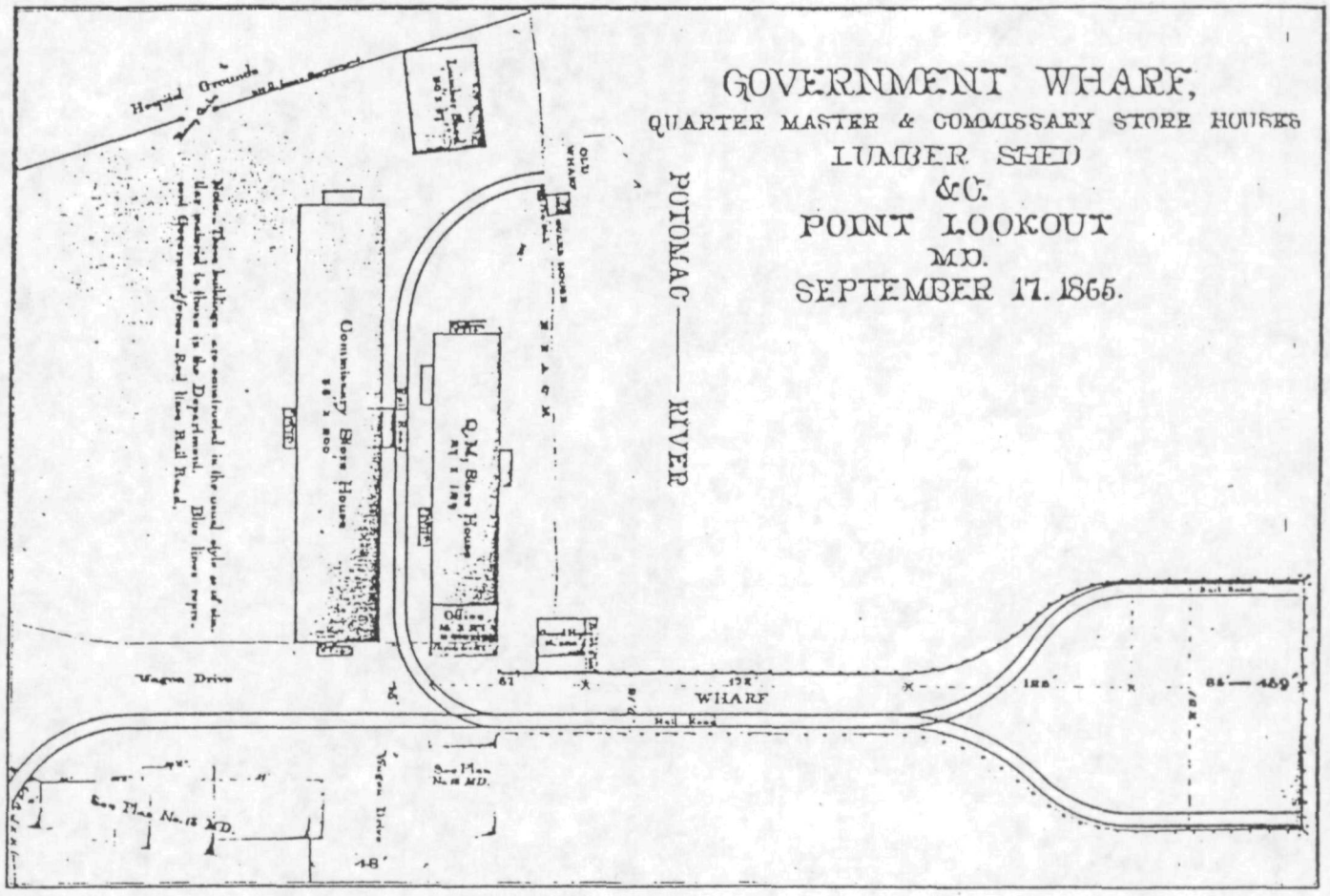
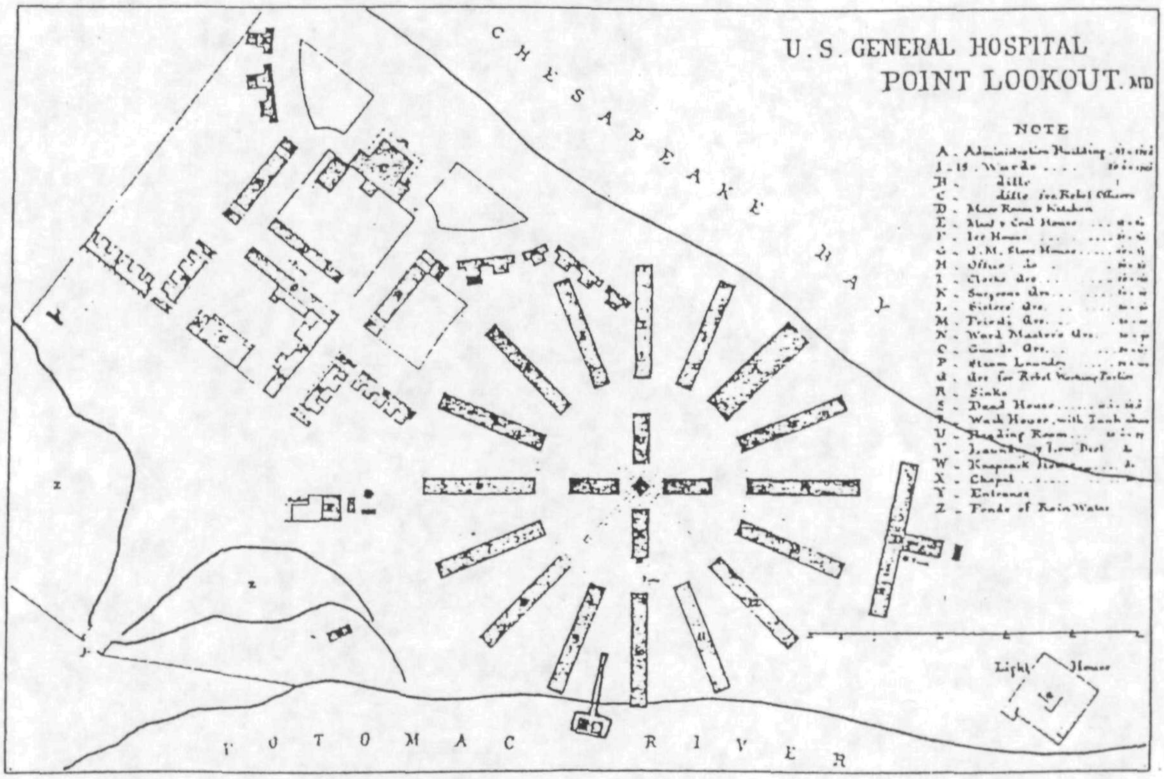

GOVERNMENT WHARF,
QUARTER MASTER & COMMISSARY STORE HOUSES
LUMBER SHED
&C.
POINT LOOKOUT
MD.
SEPTEMBER 17. 1865.
POTOMAC —— RIVER
Hospital Grounds
Lumber Shed
Old Wharf
Commissary Store House
Q.M. Store House
Office
Wagon Drive
WHARF
Rail Road
Rail Road
Store House No. 12 MD.
Store House No. 11 MD.
Wagon Drive
18'

FIGURE 5

Layout of Hospital and Other Buildings At Point Lookout, Md. 1865.

National Archives, Washington, D.C.

(Copy from Beitzell)


U.S. GENERAL HOSPITAL
POINT LOOKOUT. MD
NOTE
A. Administration Building
1-15. Wards
B. ditto
C. ditto for Rebel Officers
D. Mess Room & Kitchen
E. Wood & Coal House
F. Ice House
H. Office do
I. Clerks do
K. Surgeons do
L. Sisters' do
N. Ward Master's do
O. Guards do
P. Steam Laundry
R. Sinks
S. Dead House
T. Wash House, with Tank above
U. Reading Room
W. Knapsack
X. Chapel
Y. Entrance
Z. Ponds of Rain Water
CHESAPEAKE BAY
POTOMAC RIVER
Light House

insufficient and not properly attended; streets were messy with offal. . . ."

Prisoners were frequently brought in by steamboat, landed at the pier, and processed by guards. Supplies and fresh drinking water were also frequently brought in by boat. In July 1864, when the camp's water condensers broke down (the local water being too brackish for direct consumption), more than 20,000 gallons a day were being delivered by boat. Many of the prisoners were obliged to sleep on beds of small stones (nicknamed by the prisoners "Sea feathers") gathered from the Bay shore. During warm weather prisoners occasionally bathed, swam, fished, and crabbed in the Bay.

Occasional escape attempts were made, frequently aboard small boats manufactured in secret within the camp. One such attempt, which ultimately failed, was made in late December 1864. "Lieutenant Morgan, of North Carolina, and Lieutenant Hudgins, of Virginia, were apprehended in a very daring and reckless attempt to escape from the Point, by seizing a small boat fastened to the [Potomac] river bank and rowing to the Virginia." The boat, unfortunately for the Confederates, both of whom had been wounded, swamped and was lost, but the escapees were picked up and returned to the camp (Beitzell, 100).

Another escape attempt, made by Private C. W. Jones, a Virginia cavalryman, and noted in his recollections, described the difficulties to be encountered, including the Potomac River nearshore environment. "After roll call, we crept as near the dead line as possible, and as the sentinels on their beat met and separated, we made a dash for

FIGURE 6

Confederate Prisoners Crabbing at Point Lookout.

(Copy from Beitzell)

. POINT LOOKOUT MD.

The Reb that never saw a crab

No. 1. Mister just smell this bugs breath its the sweetest thing you ever smelt.

" 2. Make the damn thing let loose, or I'll smash his brains out.

" 3 Ha! Ha! Ha! I wonder if this feller will smell any more bugs.

Cooked Crabs

No. 4 Mister I'll give you a big chew tobacco for this feller.

" 5. Mister are them things good to eat?

" 6. Yes! does you think I'd sell any thing that was'nt good to eat.

freedom . . . there was the river and the bay; besides, there was a deep inlet that flowed from the river to the bay, and a bridge across it was heavily guarded with infantry also the inlet from the river to the bay; and outside all was a cavalry patrol two and a half miles from the prison. All of this we managed to find out before we made the attempt to make our escape, so we took the bay point about two hundred and fifty yards from the beach. There is a sand shoal, which was about five feet deep; the tide was out, and we knew it would rise about twelve o'clock. It was dark as Eurebus, but we managed to keep on the shoal where the inlet made in from the river. It became deeper and deeper until at last my brother, a boy of sixteen, began to strangle; so Tongue and I lifted him up and carried him one-half mile through the deepest part, and then we came to shallow water again. After wading for two and one-half miles in the bay [sic], which took us five hours, we came to land outside of the cavalry pickets." (Beitzell, 94).

By the end of the Civil War, the prison population of Point Lookout numbered over 20,000 men. A total of 3,553 had died during the nearly two years in which the camp had been in operation, and only 50 escapes were reported.

A year after the war, the United States government began to dismantle the camp, relinquish its lease of the point, and survey and tidy up the burial grounds preparatory to establishing a national cemetery. In 1866 and 1867 attempts were made to have Congress pass bills to acquire 300 acres of land at the point and turn the buildings

over to a board of managers to establish a National Military and Naval Asylum for the relief of disabled veterans. Finally, in February 1867 a small plot was purchased.

"There are two monuments at Scotland in memory of the Confederate dead, one erected by the State of Maryland and the other by the Federal Government. The Maryland monument of white marble, about 25 feet in height, originally was erected on Tanner Creek at Scotland in 1876, some six years after the State of Maryland had the remains [of the Confederate dead] moved to that location due to the erosion that had occurred at the original burial site near the 'pen.' In 1910, the State of Maryland ceded the reburial ground on Tanner Creek to the United States as a National Cemetery." (Beitzell, 117). The Maryland monument was apparently moved several times before it came to rest in its present position. In 1910 the federal government erected a second monument, this one made of granite and 85 feet in height.

Point Lookout lapsed into disuse after the Civil War, though Washington- and Norfolk-bound steamers out of Baltimore regularly called at the wharf at Cornfield Harbor, and mailboats such as the Excelsior and the Leary were common sights to local residents.

In August 1933 the Point was struck by one of the worst hurricanes in Chesapeake history. Tides were higher than ever before recorded in the county records. "The high tide 'picked' the fall vegetables and crops and countians recall the spectacle of floating debris--sunken boats, uprooted trees, waterlogged vegetables, and dislodged outhouses." (Hammett, 406).

In March 1944, during World War II, local residents were stunned to see 24 LSTs, LCIs, and Higgins Boats assaulting the beaches. The vessels were being used to train assault troops for the invasion of Japan.

The steamboats had long since ceased to visit the point, and by the mid-1960s the region had become a summer mecca for campers, picnickers, fishermen, and history buffs eager to view the meager remains of Camp Hoffman.

II. ENVIRONMENT AND NATURAL FEATURES

The public bathing area of Point Lookout State Park is typified by a slight, flat beach composed of sand, medium to coarse gravel, and some cobbles overlaying a varicolored light gray clay base. The gradual slope beyond the surf zone is generally the same as the beach itself at the north end of the survey area, in Sectors A through F, dropping to a depth of eight feet before climbing to a peak of five or six feet at the bar. The southern slope, in Sectors G through I, is more pronounced owing to lesser protection offered by the bar, which is here smaller and more distant from the shore. The heavy gravel surface of the bottom extends to a range of between 75 and 150 feet from the beach front in Sectors A through F and several hundred feet from the beachfront in Sectors G through I, well beyond the designated survey area. This gravel cover is migrating and seasonal, and the bottom varies in depth from month to month, storm to storm. Only the underlying clay base remains permanent, yet when exposed is subject to pitting and submarine erosion. Beyond the gravel zone noted during the survey, the bottom was covered by a mixture of coarse sand, small pebbles, and occasional cobbles.

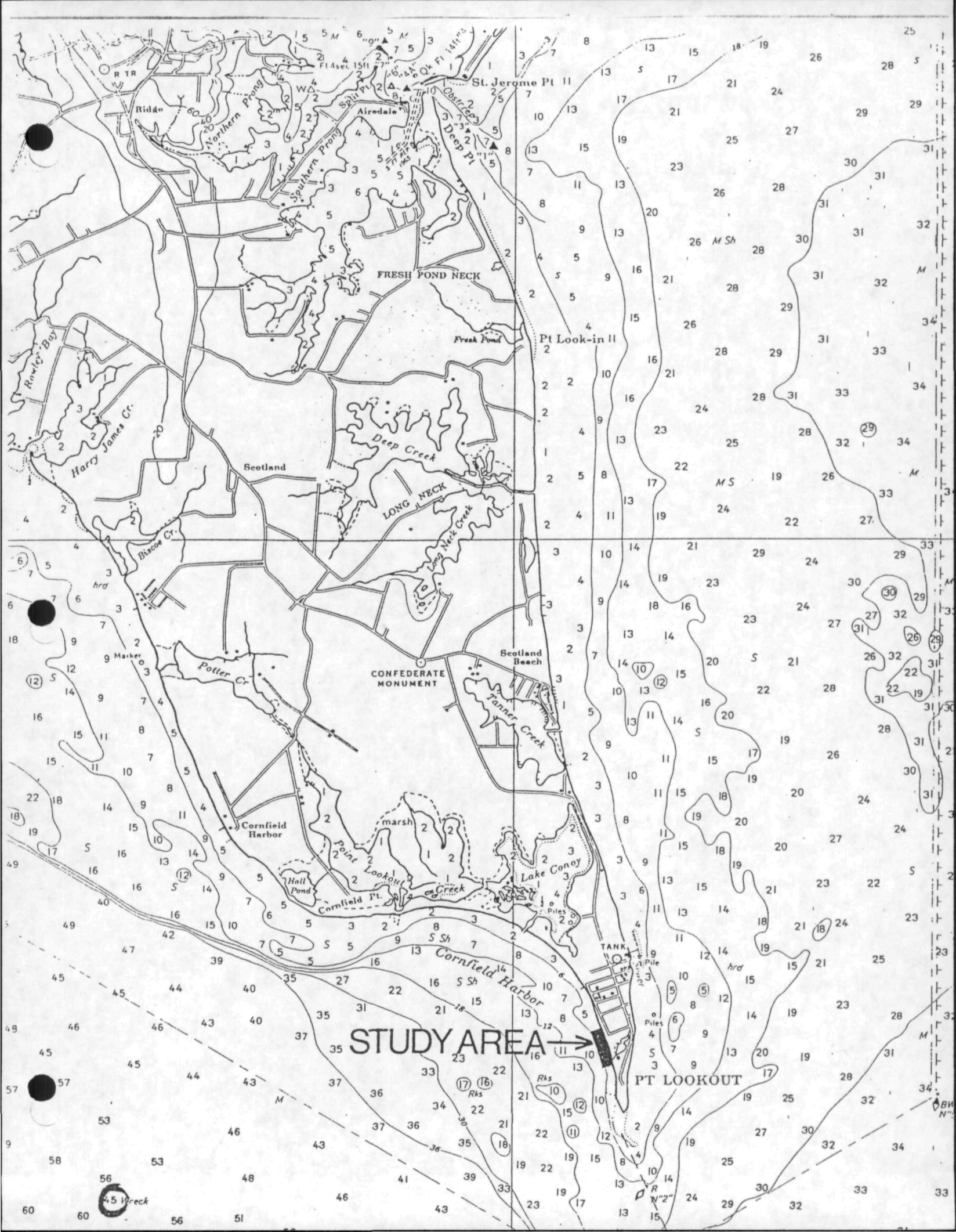
Beginning as close as 200 feet from the beach, and varying in distance to as far from the beach as 500 feet, is a bar which extends southward from well north of the public beach area. This bar, composed also of sand and pebbles, begins to diminish in size off Sectors E and F and tapers even more as it reaches the area off the tip of the peninsula. This bar, according to park rangers assisting

FIGURE 7

Point Lookout Public Beach Study Area.

Potomac River
Chesapeake Bay to Piney Point (557)

U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Survey
Washington, D.C.,1978


St. Jerome Pt
Airedale
Northern Prong
Southern Prong
Split Pt
Oostreeg
Deep Pt
FRESH POND NECK
Fresh Pond
Pt Look-in
Rowley Bay
Harry James Cr.
Deep Creek
Scotland
LONG NECK
Long Neck Creek
Biscoe Cr.
Potter Cr.
CONFEDERATE MONUMENT
Scotland Beach
Tanner Creek
Cornfield Harbor
marsh
Point Lookout
Hall Pond
Cornfield Pt.
Lake Conoy
Creek
Piles
TANK
Pile
Cornfield Harbor
STUDY AREA
PT LOOKOUT
45 Wreck

in the survey, is seasonal, building up during the spring and summer months and retreating and diminishing during the fall and winter. It is also migratory, and subject to alterations in characteristics as a result of weather. The presence of this bar, according to the rangers, and as personally attested to by the survey team, particularly during the spring and summer months, produces a calming effect on surface activity along the public beach area. Below Sector F, however, the water's surface activity and sub-surface activity is noticeably different. High-energy wavelet lap activity along the surf zone is increased, and turbidity occurs.

The trough between the bar and the shoreline reaches an extreme depth of between 10 and 12 feet (MLW). The bar, when briefly examined off Sector B, was only several feet higher in elevation than the trough, but probably may be as much as five to six feet above the trough during other periods. No investigation of the bottom environment beyond the bar was carried out.

It was noted that the majority of marine organisms, primarily crustaceans such as crabs, and mollusks such as barnacles and oysters, were not widely prevalent in the area, and were noted only in the stable trough area between the bar and shore. No fish were seen, though the presence of scores of fishermen south of the survey area suggests they were present.

During the period of underwater investigation, begun on May 14, 1983, the placid water conditions proved to be among the best of the year, and, according to many persons knowledgeable about the area,

perhaps the best in memory. Underwater visibility in the survey area during the winter and spring, when there is no planktonic bloom and visibility is considered to be at its best, averages between two and four feet at best and zero at worst. In late spring, when planktonic bloom begins and spring runoff increases turbidity, visibility decreases to an average of six inches to a maximum of two feet. At the beginning of the survey, wind conditions and surface surf activity were minimal, surface visibility was 15 miles, and the sky was cloudless. All of these conditions contributed to an underwater visibility range of approximately 15 feet, termed by veteran divers in the area as the best ever encountered.

Absolutely no current activity was evident during the initial phases of the survey, and reconnaissance proceeded unimpeded and rapidly. Within 24 hours, however, the situation degenerated, and optimum conditions disappeared. Surface wave activity increased to a height of approximately two feet. A commensurate increase in high-energy sub-surface activity, to a depth of eight feet or more, increased nearshore turbidity, bringing visibility down to only a few feet, and then to a few inches. This reduced diver efficiency and survey accuracy considerably. The high-energy sub-surface activity also proved detrimental to the very structural integrity of a shipwreck site discovered in Sector G, which had been partially excavated.

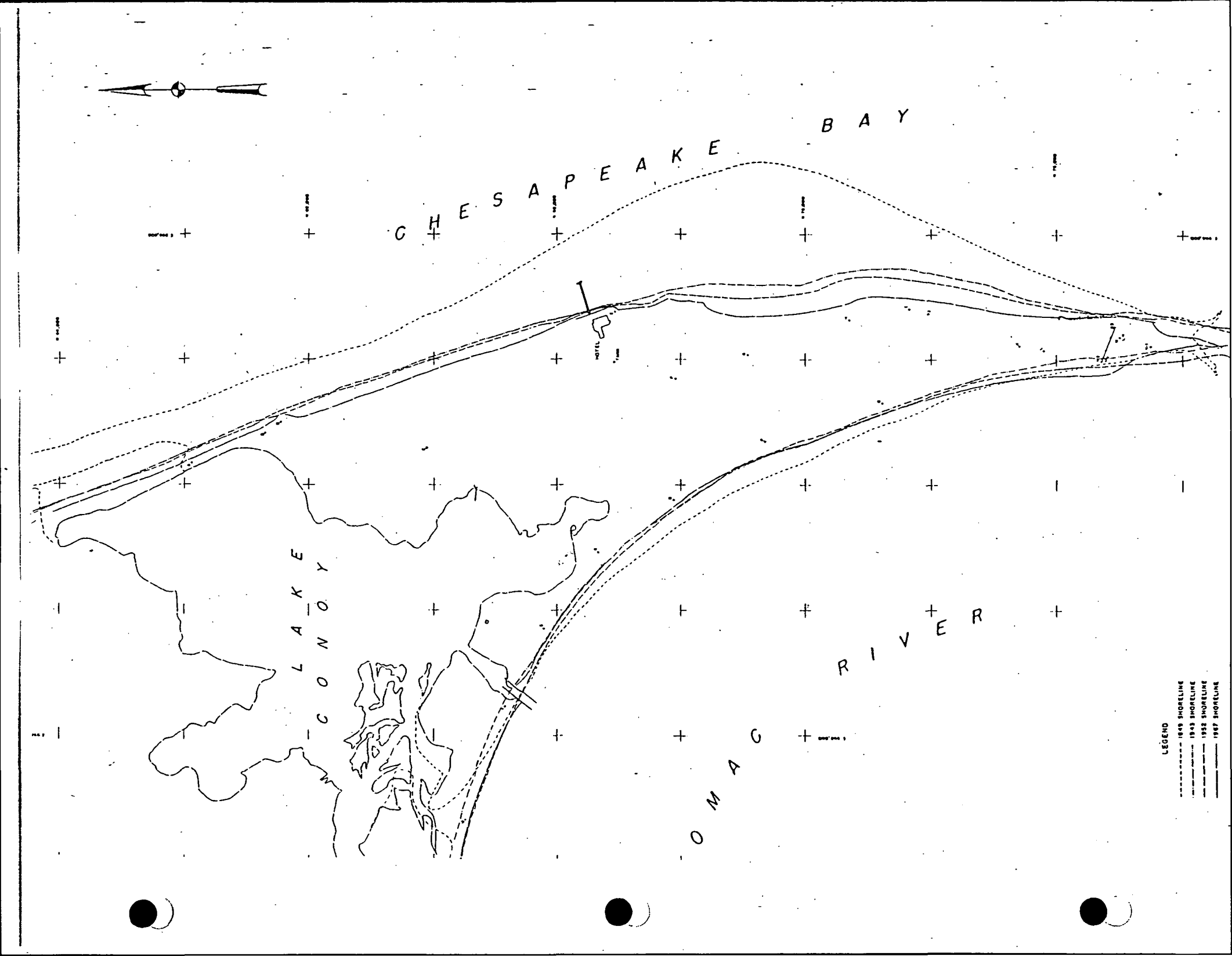
During the period of maximum high-energy activity, it was noted that the gravel bottom along the nearshore, to a range of more than 150 feet seaward, was in a continual state of flux and migration.

Sections of exposed bottom clay and even portions of exposed ship-wreck were quickly covered while other areas were cleared.

FIGURE 8

Marine transgressions against the Point Lookout Peninsula 1849 to 1967.

Map courtesy of Division of Archaeology, Maryland Geological Survey, Baltimore, Maryland.


CHESAPEAKE BAY
MOTEL
LAKE CONOY
POMAC RIVER
LEGEND
1849 SHORELINE
1943 SHORELINE
1958 SHORELINE
1967 SHORELINE

III. RECONNAISSANCE METHODOLOGY

Nine survey base stations were established at 75-foot intervals beginning immediately north of the posted limits of the Point Lookout public swimming beach on the Potomac River side of the peninsula. These stations were designated in alphabetical order, with Station A serving as the northernmost station and Station I serving as the southernmost in the survey area. Stations A through F were established in a straight line at the high-water mark of the beach. Station G was offset 10 feet from the line seaward to compensate for the turn of the shoreline. For the same reason, Station H was offset 25 feet from the line seaward and Station I was offset 40 feet seaward.

Figure 11 illustrates the survey format, benchmark establishment, scale, and pertinent survey data required as preliminary shoreline references and sub-datum points for underwater survey of the nearshore area by divers. A total beach frontage of 1500 feet, to a range of 150 feet seaward, as illustrated, was to be studied during the comprehensive visual reconnaissance by divers.

Underwater survey was to be undertaken in the following manner. Lines of 150-foot lengths were employed as the basic range tools. Each line was tagged at five-foot intervals with a flat, red plastic tag with the appropriate distance clearly marked in cutout form. At one end of the line was a ring which was attached to the center of the station stake; at the other end was the diver.

The divers, equipped with standard scuba tanks, commenced a close visual investigation of the bottom, beginning at a range of 150

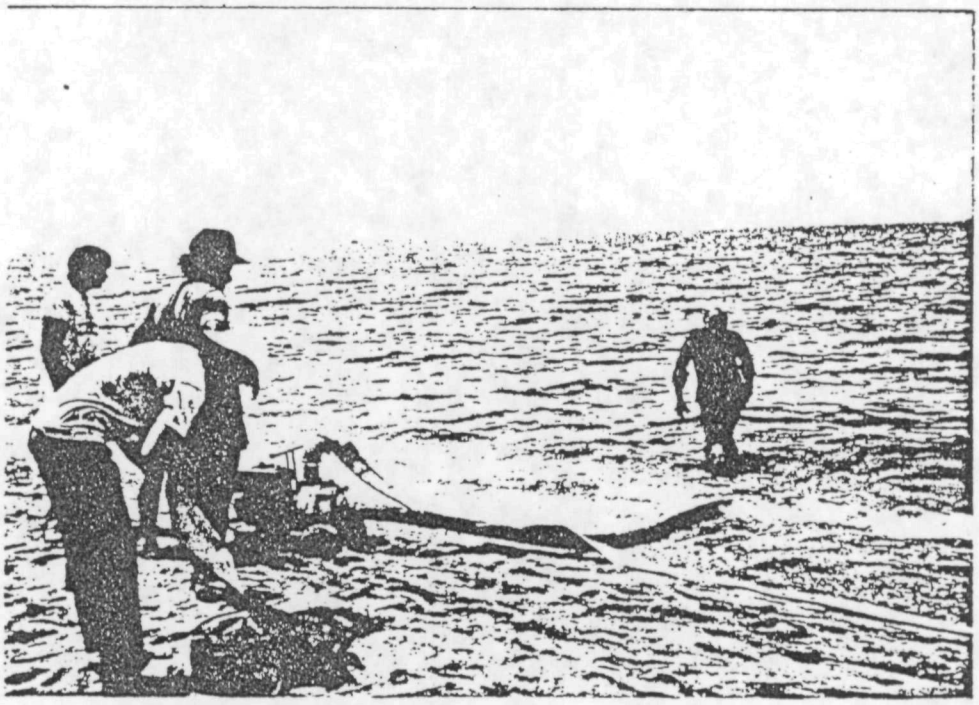
feet from the station. Each diver would begin his reconnaissance by swimming in a counterclockwise direction until a full half-circle, shore to shore, had been completed. The line was to be kept taut by the diver, who would swim close to the bottom to permit the maximum scrutiny of any features that might be encountered. After completing the first swing, north to south, the line was to be taken in to the next marker and the process repeated south to north. In this manner, the entirety of the 150-foot radius from the station could be thoroughly and systematically surveyed. With the spacing of stations at 75-foot intervals and consequent 75-foot overlapping of sectors, it was possible to closely study two-thirds of the bottom area twice, with a commensurate improvement of opportunity to locate features that might have been missed during the first swing.

Whenever any significant artifact or cultural feature was encountered, the diver summoned the surface tender, the flat-bottomed aluminum pram Sneaky Seaweed, manned by a dive-tender and a boat-tender. The transit rod employed was a 16-foot-long by two-inch-wide white PVC pipe and was carried aboard the pram. The rod was passed to the diver, who then positioned it at the feature desired. The rod was stabilized by the diver in the water and the dive-tender aboard the boat, and leveled. (Though this system served well during periods of maximum surface calm, during more turbulent weather, accuracy deteriorated considerably, often requiring numerous attempts before an acceptable reading was possible.) Two transit readings would then be made: one from the baseline station to which the line was

FIGURE 9

Top: Pump assembly at the beginning of test excavation of the Sector G Shipwreck. Note placid surf conditions and water clarity.

Bottom: High energy surf activity begins to increase as test excavation continues. A surf screen is erected in front of pump assembly for temporary protection. The pram Sneaky Seaweed is brought ashore to mount pump assembly in if surf activity increases.



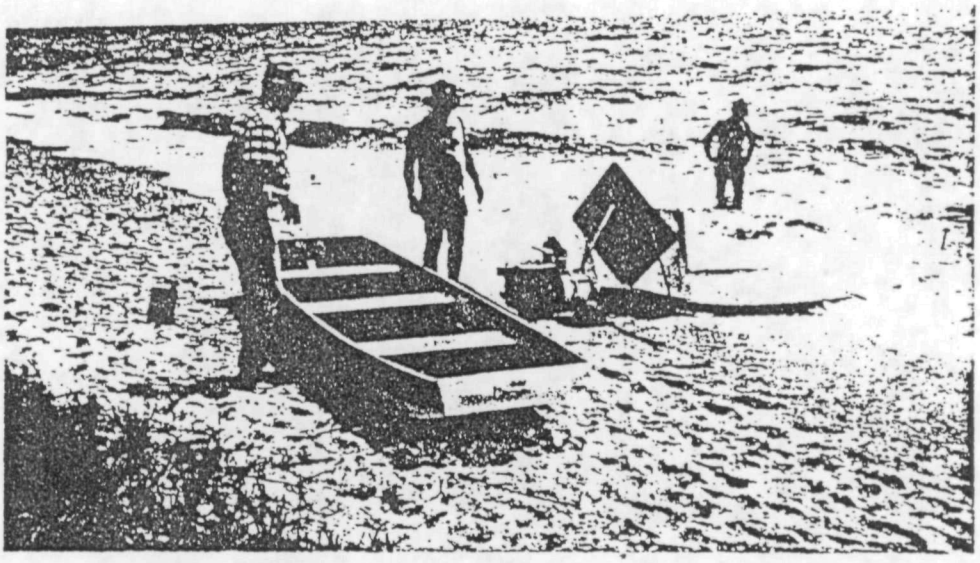
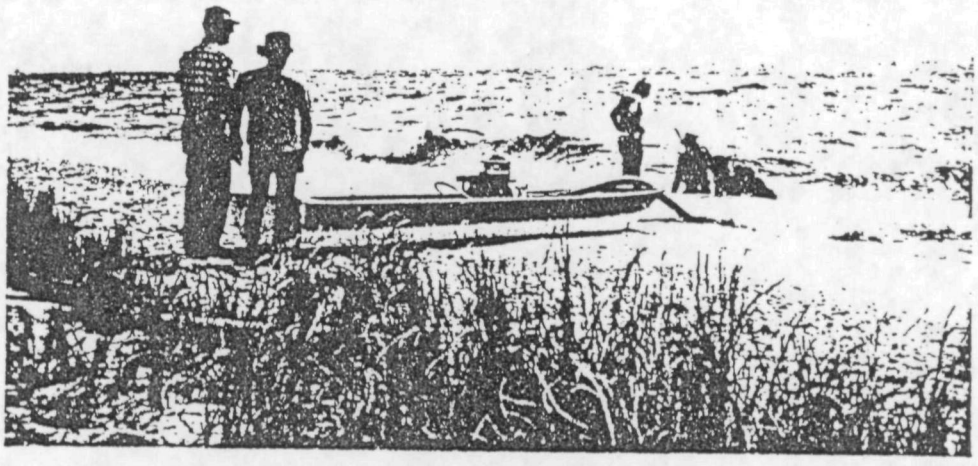


FIGURE 10

Top: High energy surf activity increases as breakers two feet high begin to strike the shore. Pump hose must be managed by tender to prevent kinking.

Below: Divers are obliged to crawl ashore in the heavy breakers. Test excavation has been terminated due to turbidity and potential damage to Sector G Shipwreck site by heavy seas.



attached; a second from a second transit station immediately to the south of the baseline station (where a second underwater reconnaissance was simultaneously underway). Thus, if a feature was located in Area A, readings would be taken from both Stations A and C.

Two survey areas were to be inspected simultaneously to facilitate and expedite the investigation, to make maximum use of available manpower and equipment, and to take advantage of the optimum sea conditions which were unexpectedly excellent during the initial stages of the reconnaissance. Thus, Sectors A and C were examined simultaneously, as were Sectors B and D, E and G, and F and H. Sector I, the last to be investigated, was examined under less than the optimum sea conditions which had prevailed during the earlier reconnaissance work.

Features of any significance, once elevations and positions had been established, were then to be measured and drawn by the diver. All pertinent data were recorded on thin white plastic sheets underwater and transferred to paper once the diver had returned to shore.

Sampling

Because of considerable erosion and marine transgressions against the Point Lookout Peninsula in the last two centuries and the subsequent loss to the sea of large areas possessing significant cultural features, it was expected that an abundance of artifactual materials, if not permanent structures, might be encountered in the nearshore areas. Supported by claims of numerous relic hunters that the sands and gravels of these areas were, after having been subjected to years of relic hunting, still the resting place of valuable cultural

materials, interest was expressed early on in NAA's discussions with Maryland State officials that controlled, limited sampling of these materials was desirable. Since no state agency yet possesses facilities capable of treating and stabilizing waterlogged materials, and since the only facility in the state, the wet preservation laboratory at the Calvert Marine Museum at Solomons, Maryland, is currently inoperative, it was felt that primary consideration be given to the recovery of materials least affected by exposure to air after long submersion. Thus, items such as ceramics, glass, lead and copper were considered acceptable, while organic materials such as wood and metals such as iron would only be recovered if considered absolutely imperative to diagnostic evaluation of a significant feature or site.

All artifacts recovered were to be kept wet from the time of recovery until stabilization was assured, or until it was determined that deterioration of the object would be minimal or non-existent. A three-foot-tall plastic trash can filled with seawater served as a handy container into which all small artifacts were deposited.

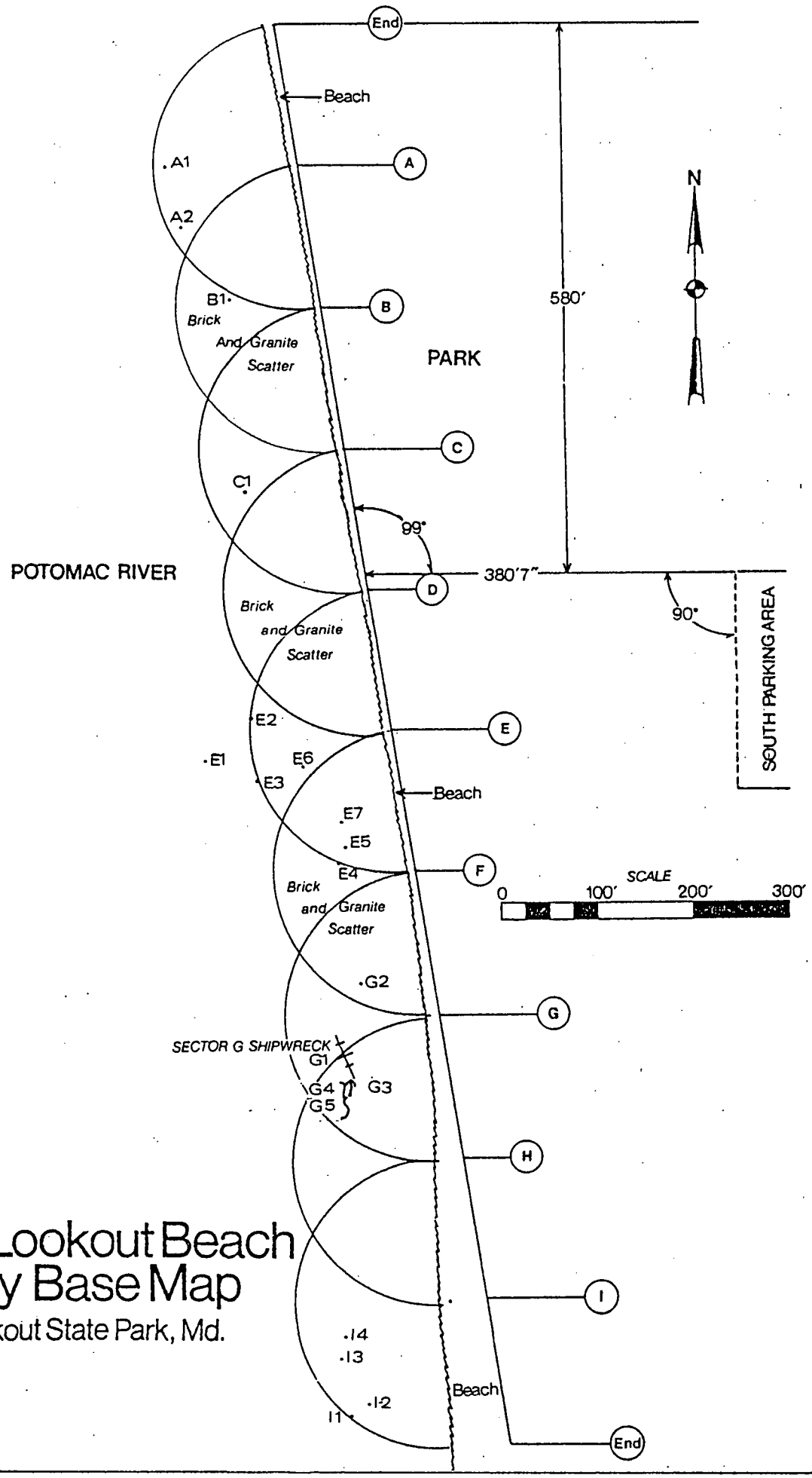
Each item recovered was to be ascribed a sector designation and a number determined by the sequence in which it was noted. Hence, the first item recovered in Sector A would be designated A-1, the second A-2, and so on.

FIGURE 11

Point Lookout Beach Survey Base Map.

Key

A-1 Timber with copper spike
A-2 Wooden beam
B-1 Beer bottle
C-1 Spirits bottle
E-1 Copper keel plate
E-2 Drain pipe
E-3 Chain plate
E-4 Ironstone (9") plate fragment
E-5 Coffee cup saucer fragment
E-6 Ironstone plate fragment
E-7 Case bottle fragment
G-1 Coal fragments
G-2 Yellow ware plate fragment
G-3 Wine bottle fragment
G-4 Concretion with iron spike
G-5 White ware plate fragment
I-1 Miscellaneous timber and 4 bricks
I-2 Brick
I-3 Seven brick concentration
I-4 Large granite block



Point Lookout Beach Survey Base Map

Point Lookout State Park, Md.

IV. FINDINGS

No artifacts or features were discovered closer than 50 feet from the beach owing to the heavy gravel cover. Beginning at a range of approximately 75 feet from the beach, a wide variety of features and artifacts was evident. Individual brickbats and brick fragments were observed in the trough between Sectors B and I, though no concentrations suggesting spatial relationships were noted in any areas except Sector I. There were also numerous large stones, river rock, and small granite blocks, generally less than a foot in diameter, some apparently cut stone, others of irregular form. Most were partially buried in the bottom. The majority of the granite was noted in Sectors C through I, randomly spread over a reach of approximately 900 feet.

All artifacts and features lying in the trough and not covered by the sand and gravel were heavily covered by marine growth. In most cases, identification of each small object was only possible by physically picking it up and turning it over. Bottles, broken ceramic sherds, granite fragments and river rock, all masked by marine encrustation and accretions, appeared the same.

The several bottles which were recovered were of no significant import to spatial features noted, but were representative of the variety encountered. In fact, the trough area from Sectors B through I appeared to possess a rather large population of discarded bottles, most of recent or contemporary origin. Most are believed to have been tossed into the water from the beach or boats.

In general, no significant structures intentionally inserted into the marine environment to perform a specific function, such as wharves or jetties, were encountered, even though one major wharf is known to have existed in Sector I. There were, however, several miscellaneous loose wooden timbers encountered in Sector A which may have once been associated with such a structure, or possibly with the Sector G shipwreck.

The most significant feature which was expected--piling stubs belonging to the main steamboat receiving wharf servicing the prisoner of war camp for Confederate soldiers--was not located. Though these structural remains, conjectured to have been located in Sector I, were not found, miscellaneous loose timbers were located, along with two concentrations of bricks, the only such concentrations noted in the survey area. It is noteworthy, however, that even though no piling stubs were encountered during the survey, one of the volunteer divers, Allen Polianski, had seen three six-inch-diameter pilings on a dive earlier in the year in areas now heavily covered by gravel.

The most unexpected feature discovered was that of a shipwreck in Sector G, which is discussed hereinafter.

Sector A

Two features were encountered in this sector, both wooden timbers of undetermined usage and origin. Timber A-1 was 7 feet 5 inches in length, 6 inches wide, and 12 inches thick. A single bronze spike 3/4 of an inch in diameter at the head

was embedded near one end. Timber A-2 was a large square-sided wooden beam 8 feet 8 inches in length, also of undetermined purpose. The proximity of the two large objects to one another suggests that they were related in some way, and that they may possibly be related to undetected buried features in the vicinity.

Sectors B, C, and D

No significant structural features were encountered in these sectors. A wide scattering of small objects, such as bottles, bricks, stone and a few granite rocks, was noted.

Sector E

Several artifacts of interest were noted in this sector, ranging from ceramic sherds, bottles and terra cotta drainpipes to a small, heavily encrusted iron-strapped chainplates with wooden deadeye attachment. Exploration beyond the sector, at a distance of 210 feet, resulted in the discovery and recovery of a copper keel-sheath.

Sector F

Several sherds of terra cotta drainpipe were noted spread about in this area, along with a scattering of brick and brick fragments, bottles and granite fragments.

Sector G

The largest single feature located within the survey area, the remains of a sunken wooden sailing vessel, was discovered buried beneath two to four feet of gravel, 100 feet from the transit station

and immediately adjacent to the probable location of the Civil War-era steamboat wharf.

Sector H

Scattered brick, stone and granite fragments were noted in this sector, along with several bottles.

Sector I

Miscellaneous timber fragments, two unpatterned concentrations of bricks and a large cut white granite block, 20" x 36" x 20", were found here.

V. THE SECTOR G SHIPWRECK

The remains of a sunken wooden sailing vessel were discovered in Sector G buried beneath two to four feet of gravel overburden. A small fragment of iron spike was initially observed protruding from the overburden by the diver conducting the initial reconnaissance survey swing. The remainder of the vessel was totally covered.

A standard follow-up investigation of the buried object, by hand-fanning of the overburden, revealed that the spike was embedded in the keelson of a vessel, which was at first erroneously identified as a badly deteriorated portion of a collapsed wharf. Extensive investigation by several divers, under excellent bottom conditions and visibility, resulted in the clearance of a 25-foot length of keelson, a small section of traverse framing, and outer hull planking.

A small water pump was secured with the aid of park personnel, and a cursory excavation of the vessel was initiated to determine its length, beam, and condition and to expose enough features of its architecture to provide some typological data. It was hoped that some artifacts of sufficient diagnostic value which were beyond question associated with the vessel might be found. Since the wreck, from initial conclusions, was thought to be both large and of a potentially sufficient age to possess some historical importance, excavation was intentionally restrained to avoid major disturbance of site integrity. Upon conclusion of the investigation, the site was backfilled, as much by nature as through use of the water pump

system.

A taped baseline was set up along the line of the keelson, from its exposed southernmost terminus to a point 100 feet to the north. Test excavations at 10-foot intervals were carried out along this line until the northernmost terminus of the keelson was reached. At two points along the baseline, excavations were widened laterally to determine the extreme beam of the vessel's remains and the taper of the beam at its northern extremity. Unfortunately, degenerating weather conditions, high-energy sub-surface turbulence, and consequent turbidity prevented the completion of much of the investigation. Most of the excavated areas were quickly reburied through the forces of natural sub-surface action. Nevertheless, a substantial amount of data, sufficient to draw certain conclusions about the vessel, its origins, and service, was obtained.

Construction

The overall length of the vessel remains which were excavated was 46 feet. The extreme beam, based upon the remains of the section excavated amidships, was a minimum of 10 feet 10 inches, but is estimated, from a few sparse moulded strakes, to have been 14 feet or more.

The boxing for a large centerboard nine feet eight inches+ long, with a frame six inches wide at the lip, was excavated astride the keelson. One mast step and boxing was observed aft the centerboard box, but was sanded over by natural turbulence before it could be measured. A second possible mast-step, sans boxing and badly deteri-

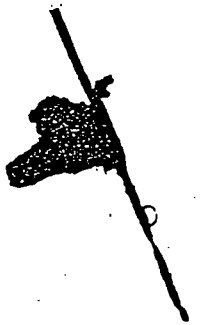
FIGURE 12

Sector G Shipwreck Position

SECTOR G SHIPWRECK POSITION

Point Lookout Beach

Shipwreck Area



G Transit Station

N

SCALE

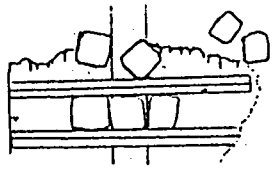
0 10 20

FIGURE 13

Sector G Shipwreck Spatial

Note the positions of two test holes excavated to follow line of keelson. No data from these holes could be recorded. Only the extreme ends of the site were recorded.

North End



Test Hole

Test Hole

N

South End

0′ 5′ 10′ 15′

FIGURE 14

Sector G Shipwreck Details

South End Key

a - Mast step riser
b - Iron hoop
c - Keelson
d - Large iron spikes with eroded wood around them
e - Garboard
f - Hull planking (exterior)
g - Traverse frame fragments (washed away in turbulence)
h - Traverse frame impressions in hull planking
i - Centerboard bo ing
j - Centerboard boxing lip
k - Ceramic ale bottle fragment
l - Unidentified black concretion

North End Key

m - Bonded traverse frames
n - Bonded traverse frames
o - Keelson
p - Granite blocks

SECTOR G SHIPWRECK DETAILS

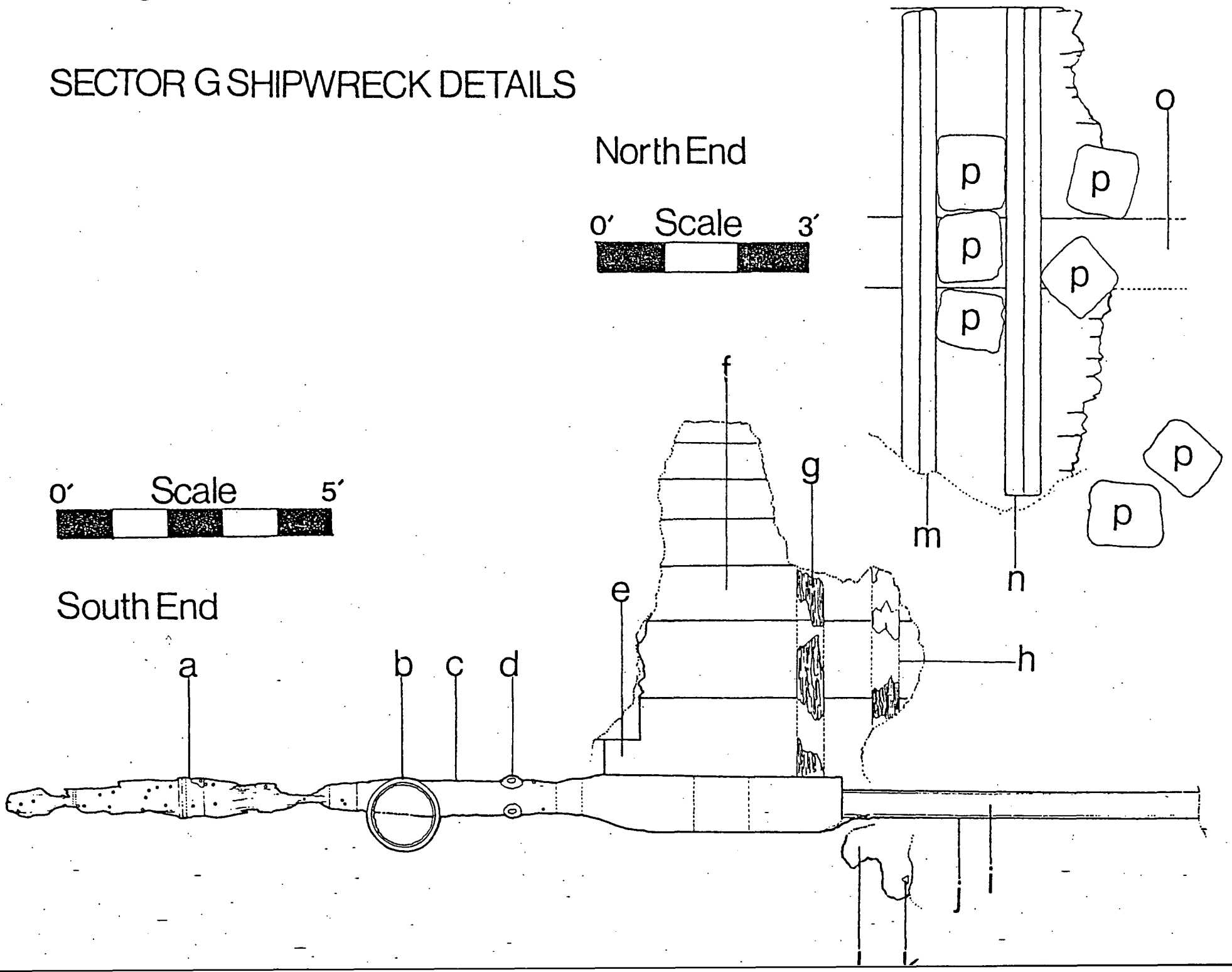


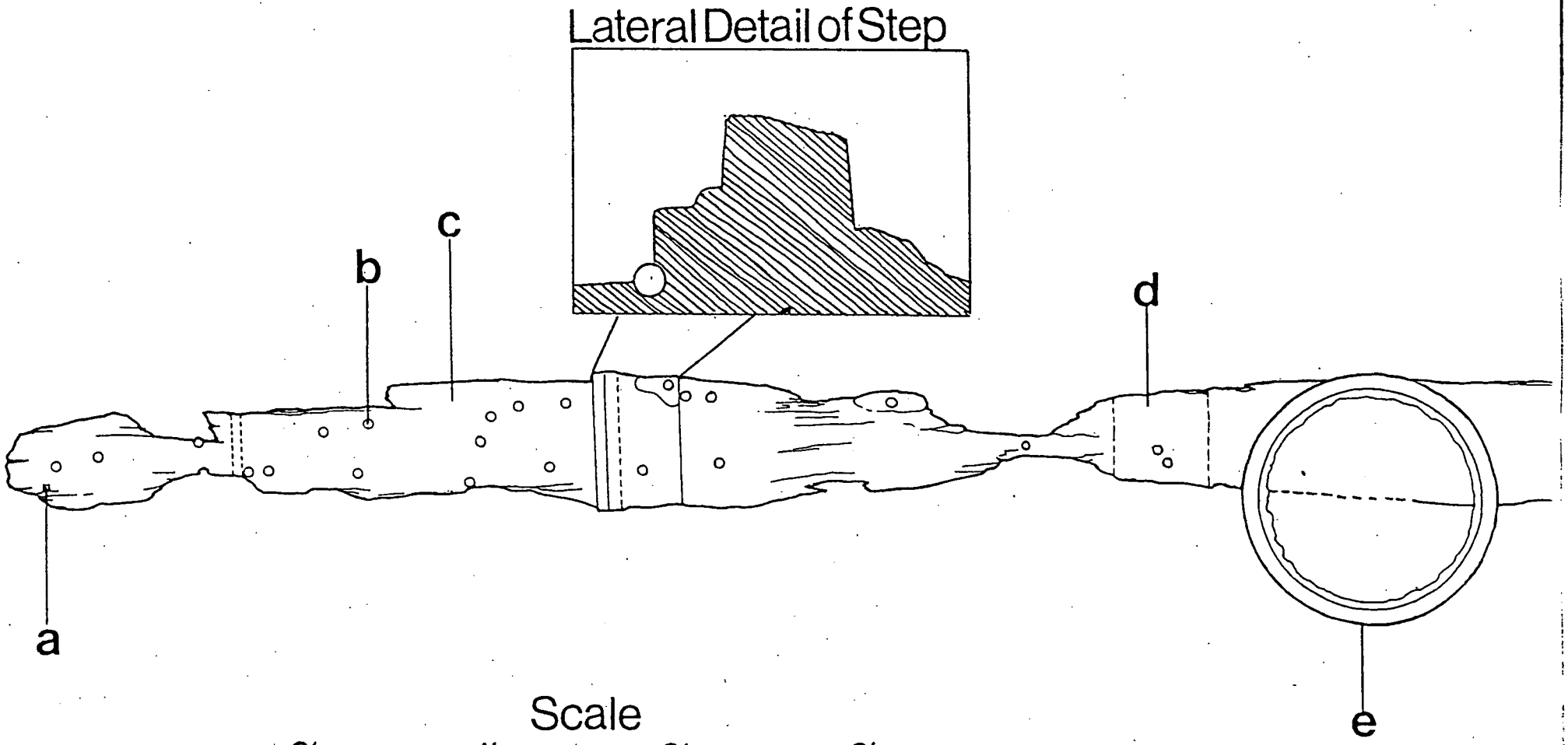
FIGURE 15

Sector G Shipwreck Keelson Detail and Lateral Detail of Step

Key

a - Square nail hole
b - Treenail hole
c - Main keelson section
d - Traverse timber impression
e - Unidentified iron hoop
h - Traverse dowl

Note: The extreme southern end of the keelson was extremely eroded and worm eaten. Few treenails were evident, most having been lost to oxidization, leaving only their holes.


Lateral Detail of Step
a
b
c
d
e
Scale
0′
1′
2′
3′

orated, was located forward of the centerboard boxing. Fitted in between keelson and keel were a number of large transverse frames, or "ribs," six inches wide and spaced 11 inches apart amidships and aft the centerboard. At the extreme northern end of the excavation area, and at the terminus of the wreck, frames were three inches wide and five inches thick, but bonded together to form single units six inches wide. Each bonded set of frames was spaced one foot from the next. At the extreme northern end of the wreck, the extreme beam was seven feet three-eighths of an inch across.

At the midships the garboard width was two feet 11 inches. Exterior hull planking diminished thereafter in width. The second plank was 12 inches wide, the third was 10 inches wide, and the fourth was nine inches wide. The vessel was flat-bottomed, with the first notable turn of the bilge evident only at the fifth and sixth planks. Amidships the planks examined were one inch thick, while at the northern terminus of the wreck, they were two inches thick. The hull was carvel fitted.

The vessel was fitted with iron treenails and square one-fourth-inch nails. Treenails, or "trunnels," varied in size, but were mainly one inch in diameter, and most were noted along the keelson. Exterior planking was fitted to the frames by the smaller square nails.

The majority of the frames encountered were wholly or partially deteriorated by teredo worms and rot. Many were non-existent, their one-time presence detectable only by a slight impression left on the exterior planking, by the nail holes, and by discoloration of the hull

planking along the areas they had once covered. At, or very near, the intersection with the keel-keelson, several frames featured bilge, or drainage channels, to permit bilge water to flow freely to the deepest part of the hold, from which it could be more readily pumped out. These channels, cut through the underside of the frames, were not noted in the midships, at the centerboard area, or at the extreme northern end of the wreck. Only in one of the test hole sections, which had filled with gravel immediately after excavation as a result of sea turbulence, were the holes noted. Unfortunately, no measurements of them could be taken.

At the northern terminus of the wreck, 18 cut granite blocks were found. Three of these rough-cut one-foot-square blocks were fitted neatly between two frames. The remainder lay scattered about, but in close proximity to the excavated area. Only the positions of seven blocks could be recorded before the sea turbulence filled in the area with gravel. Because of the precise fitting of the three blocks between the frames, and the probable similar fitting of the remainder, it is believed that the blocks are definitely associated with the wreck, as are those granite blocks spread randomly along the trough north of the Sector G wreck.

Situated on the keelson, immediately north of the centerboard boxing, is a large unidentified circular iron object of undetermined purpose. This object rests on the keelson but is not squarely positioned over it. The top of the object, when first cleared, presented the appearance of the rim of an iron cooking cauldron. When

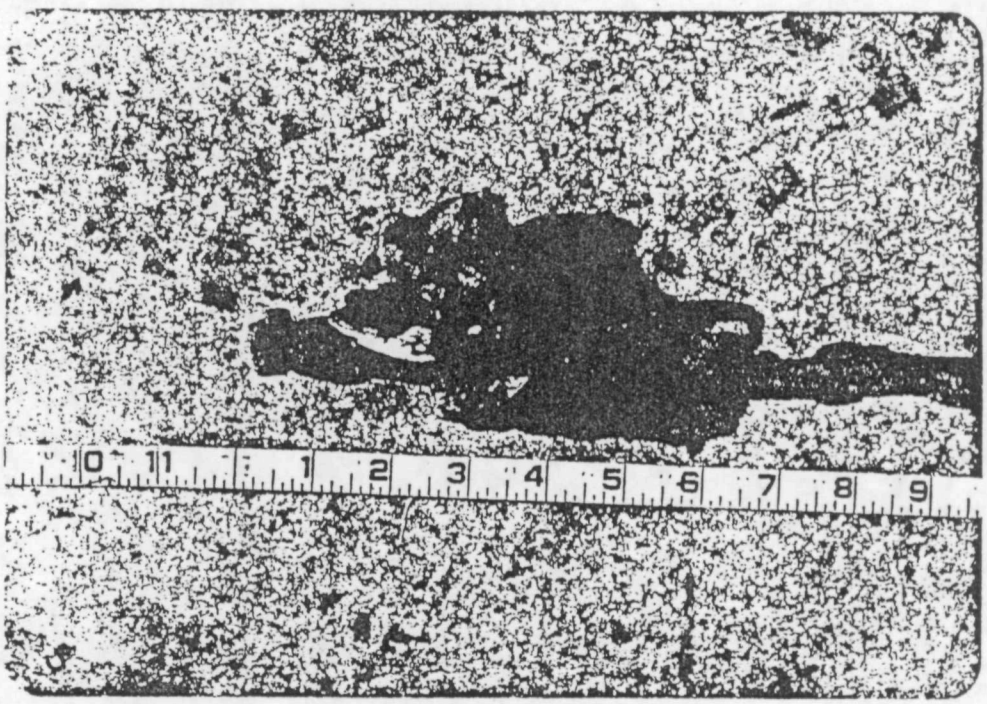
the object was cleared, it was evident that only eight inches of the lip and shoulder area of the "cauldron" was still extant. It could not be ascertained whether the object was attached to the keelson, though its presence so near the mast-step suggests that it may have served as a mast collar or brace.

Immediately to the landward side of the centerboard boxing, a large black mass of badly corroded material, probably a concretion of oxidized iron and sand, was discovered, though the evidence of oxidized iron, a red-brown rust color, was extremely sparse. Its consistency was that of pavement concrete and could not be readily sampled or even broken by violent impact. The total area of the concretion spread exceeded four square feet (the maximum area excavated). Embedded in the concretion was a broken ochre-colored ceramic ale bottle neck. Deeply embedded in the concretion but readily identifiable, the piece could not be recovered, but is most certainly directly associated with the wreck and of considerable diagnostic value. Another artifact, a sherd of ironstone plate, was also recovered.

Three other artifacts were also recovered from the wreck: an iron spike and wood fragments concreted together by oxidization and sand; and two lumps of anthracite coal, the first of which was recovered from the northern extremity of the wreck and the second recovered without recording its provenance, but from the midships area in the vicinity of the unidentified concretion.

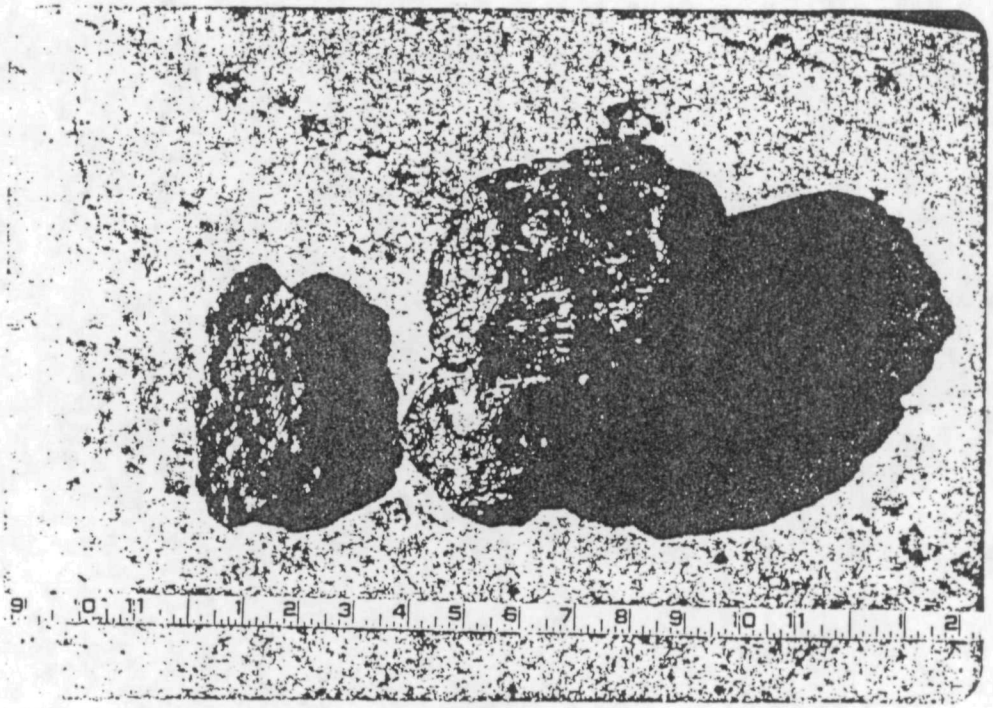
A detailed mapping of the excavated southern section of the

keelson was begun before weather conditions degenerated. This was not completed because of a redirected effort to record the salient features of the entire excavated area before the site was covered by gravel in the rough seas. The fragility of certain sections of the exposed wreck was such that the severe high-energy bottom turbulence and swell activity began to cause certain features to collapse and wash away, or to actually disintegrate. In other areas, spoil from the excavated area began to quickly wash back over the excavation and cover the exposed areas. It was therefore decided to cease operations and rebury the entire site.



G–4 Concretion with iron spike

G–1 Anthracite coal fragments



VI. CONCLUSIONS

The waters off the public beach area at Point Lookout State Park present a variety of environmental conditions which, though common, have not been hitherto encountered in underwater archaeological investigations in Maryland. A migrating sand and gravel bottom, strong fetch, and cyclical high-energy sub-surface conditions were significant among these. Yet the study area is believed to be one of the few on the peninsula to have suffered only minimal erosion. Consequently, it was also one which, unlike other areas, was expected to possess few inundated or intentionally submerged structural features. Historic documentation suggested that only the steamboat wharf and an associated complex of support buildings ashore might be partially extant. It is interesting that little certain evidence of these features was encountered.

On the Chesapeake Bay side of the peninsula, where relic hunting has long been one of the "must do" objectives of local sport divers, artifacts relating to the Civil War era, and possibly to the pre-War resort hotel operation, as well as various submerged structural features have been frequently encountered. According to map reconstructions by Bastian, Beitzell, McNamara, and Sword, perhaps as much as a quarter of the Civil War prisoner of war complex on the Bay side is now underwater. Most of the artifacts and structures in that area are believed to have been lost through erosion or random deposition. By contrast, on the Potomac side, where erosion has made only minimal inroads, the loss has not been as great, and many of the artifacts found in the waters off the public beach are believed to have been

intentionally disposed of or cast into the water. Others, such as the scatter of bricks and terra cotta pipe fragments, suggest that perhaps a few structural sites may have been lost to the waves, though such assertions can only be conjectural. Bricks may also have been used as ballast for or cargo of small watercraft or possibly even as freight on the Sector G Shipwreck or other vessels. The two small concentrations of bricks in the vicinity of the steamboat wharf in Sector I, the only such concentrations noted in the survey area, suggest that these particular groupings may have been intentionally dumped or accidentally dropped from a boat or from the wharf itself.

The most significant feature encountered was the Sector G Shipwreck. From the architectural data gathered during the limited excavation of this site, it appears that this wooden vessel was undoubtedly a centerboard schooner, of flat-bottomed construction, possibly a scow. The association of granite in its lower section suggests that the vessel may have been a freight hauler, probably employed at the time of loss in carrying cut granite blocks. It is, however, possible that the blocks were being employed as ballast.

During the latter part of the 18th and the first part of the 19th century, shallow keel, round sterned schooners were common to the Chesapeake. Continuous silting of estuaries, however, eventually required local schooner types to evolve into a shallower draft form. After the War of 1812, centerboard schooners were introduced on a wide scale, gaining in popularity until after the 1850s when the type became prodominant. By the period of the Civil War the typical round

stern of these vessels gave way to the square stern and clipper bow. The type soon became the most popular craft in the region and carried every type of cargo from bricks to crabs to produce.

One of the evolutionary offshoots of this craft type was the Chesapeake Bay Scow Schooner. Tilp (p. 34) notes: "Scows were widely employed at Maryland stone quarries at Port Deposit on the Susquehanna and on both sides of the Patapsco River in Baltimore. They served Virginia at granite quarries in Petersburg, Occoquan, Richmond, and Fredericksburg; slate and pyrite at Quantico, sandstone at Aquia; and green sand marl on the Potomac, Rappahannock, Pamunkey and James. Quarries near Georgetown, D.C., exported granite from Little Falls and Rock Creek. The more enterprising scow-skippers carried cordwood, bricks, railroad ties, and hay from the many tidewater landings. Scows were tough competitors with longboats for the cordwood trade on the Potomac to Washington, and on the James to Richmond."

Tilp states that scows ranged from 40 to 60 feet in length, with beams 20 to 30 feet, and drafts from two to five feet. Bulwarks averaged three feet amidships. The capacity of a typical scow was 28,000 bricks or 75 deadweight tons. The vessel, which began to be quite common on the Chesapeake after the Civil War, about 1870, had a rectangular hull design, tapered at both ends, with flaring sides, some sheer, deep transoms at bow and stern, blunt or curved ends, and cargo rails, but rarely any fore and aft rockers. Though most featured traditional tillers, "almost anything was acceptable for slow transportation of unpackaged cargo in an economical vessel sailing in

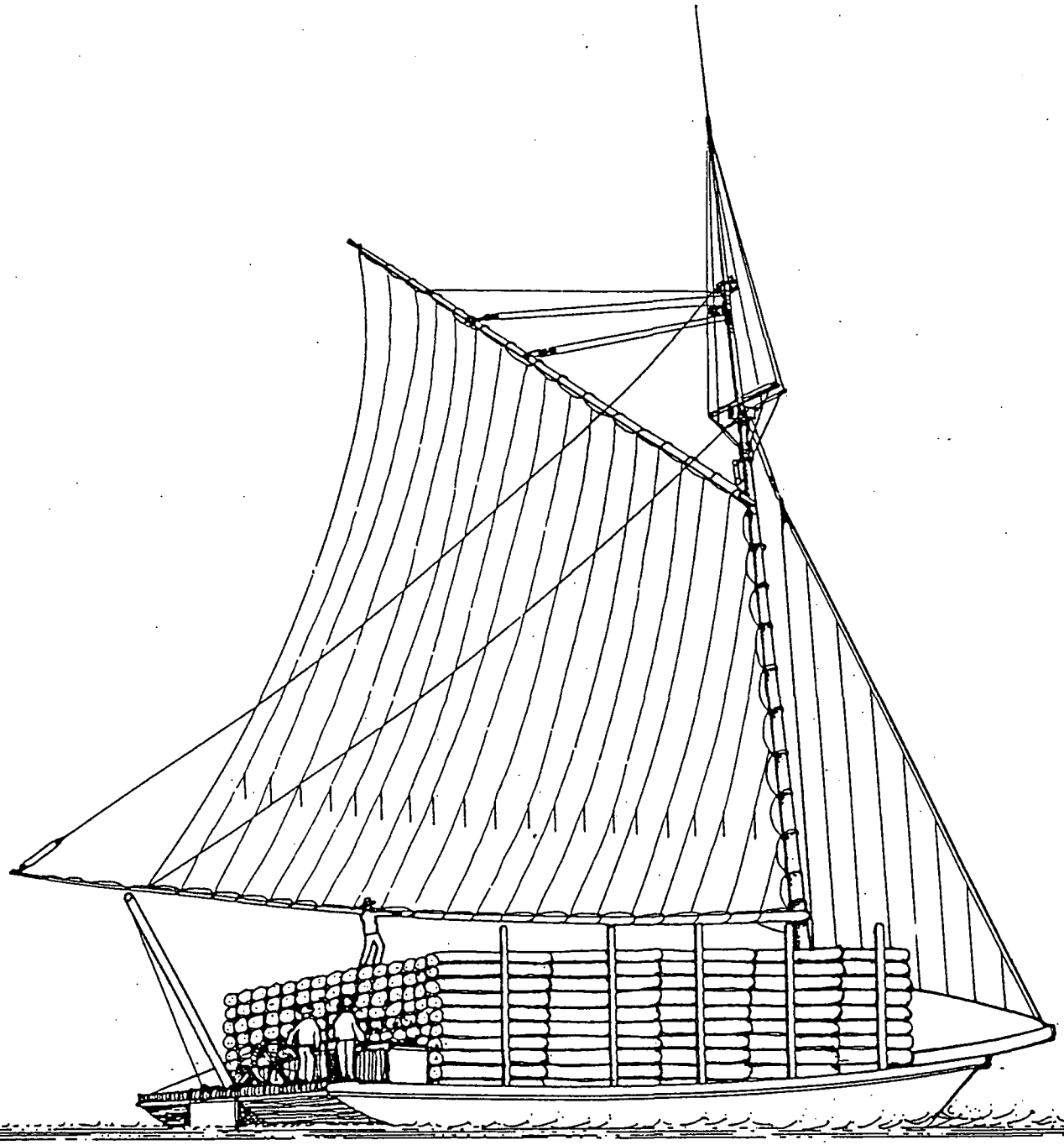
FIGURE 16

Sketch of Chesapeake Bay Scow Sloop hauling wood.

Dňiru Thadani.

The Chesapeake Bay of Yore: Mainly about the Rowing and Sailing Craft
by Frederick Tilp.
Alexandria, Virginia, 1982.

This vessel, unlike the Sector G Shipwreck, is sloop rigged.



Oruru Thadani 81

FIGURE 17

A Maine Centerboard Fishing Scow
ca. 1890s.

American Small Sailing Craft
by Howard I. Chapelle.
New York, 1951.

This vessel is sloop rigged
rather than schooner rigged.

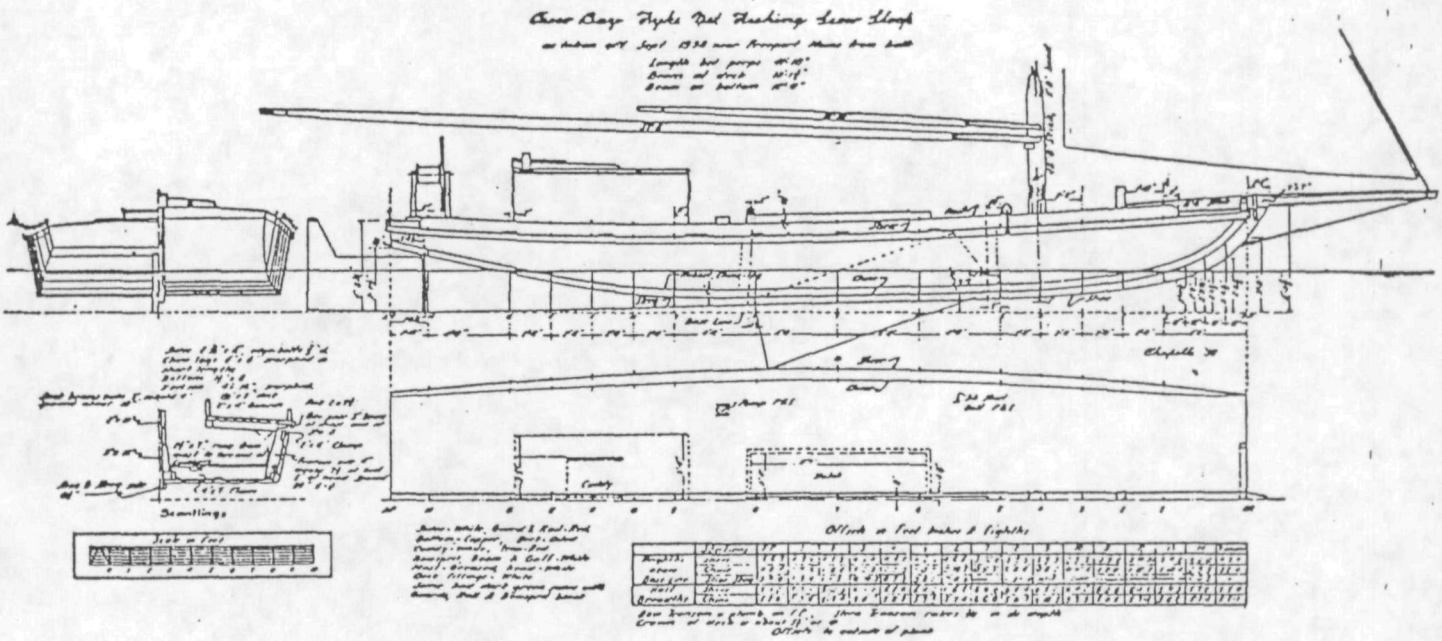


Fig. 24. Highly developed type of Maine fishing scow used extensively on Casco Bay in the 1890's. Jib-and-mainsail rig.

relatively protected waters of the upper Bay, and estuaries such as the Potomac and James." A relative of the scow schooner appeared in New England, on the Kennebec River, as the "gundalow," and in the 1870s, on the California coast, the form appeared, replete with centerboard. Scows were frequently of rugged manufacture, hastily and cheaply built for a specific, limited task. The last known scow schooner to see service on the Chesapeake was the 65-foot-long Morning Star, built in 1892 on Grays Creek, Magothy River, which served as a general freight hauler until 1925.

Only two artifacts on the wreck were of diagnostic value: the ironstone plate fragment, which was removed from the site, and the ceramic ale bottle neck, which was not removed. The provenance of the ironstone rim fragment is suspect, since it is well-worn, possibly from exposure to surf activity or grinding in the sand, and thus may have migrated into the wreck. It should, therefore, not be employed in any attempts to ascertain the age of the wreck. The bottle fragment, however, is certainly associated with the site. It is probably of Dutch origin and was wheel-thrown and salt-glazed, with little or no glaze on the base. The lower body of this type of common bottle was usually cream-colored, while the shoulders and necks were pale to dark yellow ochre. The stoppers of these bottles were made of cork, to which was occasionally added a thin metallic foil. These bottles were imported immediately prior to the Civil War, from the late 1850s, but importation was for the most part suspended during the conflict. After the war, by 1870, importation resumed, continuing until 1890-

1900. The ceramic ale bottle was gradually replaced by the machine-blown glass bottle (Heissenbuttel, p.c.).

The presence of granite blocks in the wreck suggests that the vessel was either ballasted with the blocks or that it was carrying them as cargo. If the granite was being carried as cargo, it is possible that the vessel was hauling raw materials to be used in the nearby construction of the federal monument to the war dead, built in 1910, giving the vessel a definite terminal date. The spread of granite north of the site suggests that the material could have been spilled from the wreck or that it may have been cast overboard to lighten the vessel's load, as she made for the wharf, less than 200 feet south of her final resting place. The chainplate and a nearby copper keel plate, recovered from Sector E, less than 300 feet north of the wreck, may also be related to the vessel and, like the granite, were lost as the vessel broke up. (It is of note that several granite blocks were also seen in the woods ashore near enough to the wrecksite to possibly be related to the materials in the wreck.)

With the vessel in a higher-intensity surf zone than that encountered further north, with its beam sides almost parallel to, and less than 100 feet from, the present shore, it is possible that the vessel may have been broached by high turbulent seas. Compensating for the loss of shoreline through erosion (based upon the 1978 reconstruction of the Point Lookout Shoreline by Bastian, et al.), it appears that the wreck was lost in an even closer proximity to the shore, probably less than 50 feet from the beach and most certainly in the surf zone.

The remains, perhaps less than 10 percent of the original vessel structure, are in an extremely fragile condition which, once exposed to the natural environment for an extended period, will most certainly be destroyed. Other items associated with the Sector G Wreck may lie buried in the fetch north of the site. It is also probable that other artifacts of some cultural value may be buried beneath the shifting bottom.

Only five vessels have been documented as having been lost directly on Point Lookout (see Appendix A), though many were lost in deep water nearby. None lost on the point, however, fall within the suggested time frame 1870-1910. Beitzell (p.c.) indicates that he is unaware of any vessel losses at the point during this period. Tilp (p.c.) suggests that scow schooners, because of the very service they were designed for and because of their cheap, hasty construction, were considered dispensable. The loss of such vessels was frequently not worth reporting if no lives were lost. This may have been the case with the Sector G Wreck.

No artifacts that can be directly related to the Civil War military occupation of Point Lookout were found. It is likely that the paucity of such material is due to the fact that the underwater study area fronted upland areas which served a domestic, agrarian function even during the war, and minimal military-related activity is believed to have occurred in this area. Conversely, the majority of artifacts reportedly recovered by sport divers on the Chesapeake Bay side of the peninsula, and off Fort Lincoln on the Potomac side, usually relate to

the Civil War era. Many of the artifacts recovered from these areas, particularly uniform accoutrements, may be attributable to intentional deposition. Beitzell (p. 40) states: "When [the Confederate prisoners] were landed on the wharf at the Point much of their clothing was taken from them and thrown in the bay, since most of it was parts of captured Federal uniforms." Other artifacts may also relate to structures and sites lost to erosion, since more than a quarter of the original land area under occupation during the Civil War is now inundated.

VII. RECOMMENDATIONS

The waters surrounding Point Lookout State Park present both an opportunity and a responsibility to the government of Maryland. Here, within property administered and managed by the state for the citizens of Maryland, is a site of particular import to the history of that state and the nation. With a major segment of the original land mass of that historic area now underwater, and with the present authority of the State of Maryland regarding the management and jurisdiction of the state over submerged cultural resources currently being challenged, a full appreciation of the resources of Point Lookout becomes very important.

From the quite limited findings of the reconnaissance reported herein, and from the continuous recovery of artifacts being made by sport divers, it is apparent that the submerged cultural resource base is large, varied, and of great value in the cultural interpretation of the historic occupation of Point Lookout, particularly during the Civil War era. The following recommendations are submitted for consideration in future management planning relative to the Point Lookout Public Beach area, as well as for the remainder of the park's nearshore areas.

1. A comprehensive excavation and study of the Sector G Wreck should be carried out, with a complete mapping of the site and the recovery and preservation of diagnostic and interpretively useful artifacts. The vessel's structural remains, which are in general too fragile to be removed and stabilized without great expense, should, after being mapped, be left in situ and reburied. Sectional portions

which might be of value for interpretive exhibition can, however, be recovered.

2. Test excavation should be carried out in the conjectured site area of the steamboat wharf on the Potomac side to locate and map buried structural features of the wharf. A comparison of historic records pertaining to the wharves constructed by Captain L. C. Edwards (the first 180 feet in length and the second an additional 30 feet) and actual plans of the 1865 wharf (469 feet in length) suggests a considerable, undocumented evolution over a three-year period. There is, in addition to the main government wharf, indicated on the 1865 plans and on a map by the Reverend A. B. Cross of the U.S. Christian Committee, a nearby smaller wharf noted in the former as "Old Wharf." This structure fails to appear on the famous 1863-1865 lithographed bird's-eye view of the point.

3. An intensive, systematic reconnaissance of the reach between the north end of the Union Graveyard near Lake Conoy southward to the north end of the Public Beach, a distance of approximately 3,800 feet, to a range of 150 feet from the shore, should be undertaken to locate and map structural features and artifact concentrations. Significant features which may lie in this area are those relating to several 19th-century farms, Fort Lincoln, the Stockade Line, and a Union Graveyard.

4. An intensive, systematic reconnaissance of the Chesapeake Bay nearshore, from the narrows at Hoffman's Point to the tip of the peninsula, a shoreline distance of approximately 7,800 feet, to a

range of 600 feet from the shore, should be undertaken to locate and map structural features and artifact concentrations. Significant features which may lie in this area, or which may relate to features once in the area, include: portions of the Hammond Hospital, including at least six wards of the main hospital building, associated outbuilding wards C, E, F, G, I, and K, the Sister's Quarters, the hospital laundry, guard quarters, and commissary building; Forman's Boarding House; Allen's Boarding House; the Gazette Office; six separate officer's quarters; Brigadier General Marston's Headquarters and a stone breakwater fronting the building; portions of the cattle and hen yard and the contraband quarters; half of the Confederate Officer's Prison Camp; approximately two-fifths of the Confederate Enlisted Men's Prison Camp; two wharves ca. 1849; the campsite of the 5th New Hampshire Volunteers; and the Right Redoubt.

5. A magnetometer survey of both sides of the peninsula to a range of 600 yards from the shore should be carried out to determine the potential presence of additional buried shipwrecks and other cultural features in the vicinity of the state park.

6. All underwater reconnaissance should incorporate systematic recovery of small artifactual materials which require minimum conservation treatment and stabilization and which might enhance and enlarge the present collection of artifacts in the museum interpretation center.

7. A "free zone" for sport divers wishing to conduct underwater or nearshore metal detecting for the purpose of "coin shooting" might

be established in a sterile area in which systematic survey and recovery has been carried out and completed.

8. Until a comprehensive survey of Point Lookout's waters is carried out, park rangers should closely watch diver activities in the area to preclude or to slow down relic hunting. State regulations and antiquities codes governing such activities on state lands should be prominently posted.

APPENDIX A
Known Shipwrecks at Point Lookout, Maryland

Carmelite

The Carmelite was a brig bound from Bordeaux, France, commanded by one Captain Hunt. After experiencing violent gales and bad weather in the Atlantic, the vessel "succeeded in getting into the Capes where she came to anchor on the Horse-Shoe [Shoals]; parted both anchors there and stood up the bay; the wind coming round to N.W. and finding it impossible to get further up, were obliged to run ashore on Point Lookout for the preservation of their lives." The vessel, stranded on the shoals, became a total loss, though her cargo was saved.

Source: American and Commercial Daily Advertiser, Friday, February 1, 1805, p. 3, col. 4.

Unidentified

In August 1806 an unidentified schooner capsized and drifted ashore at Point Lookout. She was said to be registered at Newburyport, and bound from Baltimore to New Bedford.

Source: American and Commercial Daily Advertiser, Monday, August 25, 1806, p. 3, col. 4.

Sarah Lavinia

The schooner Sarah Lavinia was reportedly lost in a collision off Point Lookout on December 17, 1921.

Source: Baltimore Sun Almanac for 1922, Baltimore, Maryland, 1922.

Clara M. Leonard

The schooner Clara M. Leonard was stranded and lost at Point Lookout on December 17, 1921. Built in 1875 at Oxford, Maryland, her registry number was 125434. Home ported at Reedville, Virginia, the vessel was 56 gross tons, 53 net tons, 73.8 feet in length, 22.0 feet abeam, and 5.9 feet deep in hold. At the time of her loss she carried a complement of three, though none were aboard at the time of her loss.

Source: Merchant Vessels of the United States for the Fiscal Year Ending June 1, 1921, p. 12; Ibid., 1922, p. 449.

George H. Meekins

The schooner George H. Meekins, registry number 85223, was built in 1872 in Dorchester County, Maryland. She was 80 tons gross, 62 tons net, 82.5 feet in length, 24.0 feet abeam, and 6.7 feet deep in hold. Her primary service at the time of her loss, on January 4, 1929, at Point Lookout, was hauling freight. She was owned by Lottie V. Wathen, of Pier 4, East Pratt Street, Baltimore. Her regular crew of three was onboard at the time of her loss, though no lives were lost when the ship was stranded. She had been home ported at Baltimore.

Source: Merchant Vessels of the United States for the Fiscal Year Ending June 1, 1928, pp. 574-75; Ibid., 1929, p. 913.

APPENDIX B
Artifacts

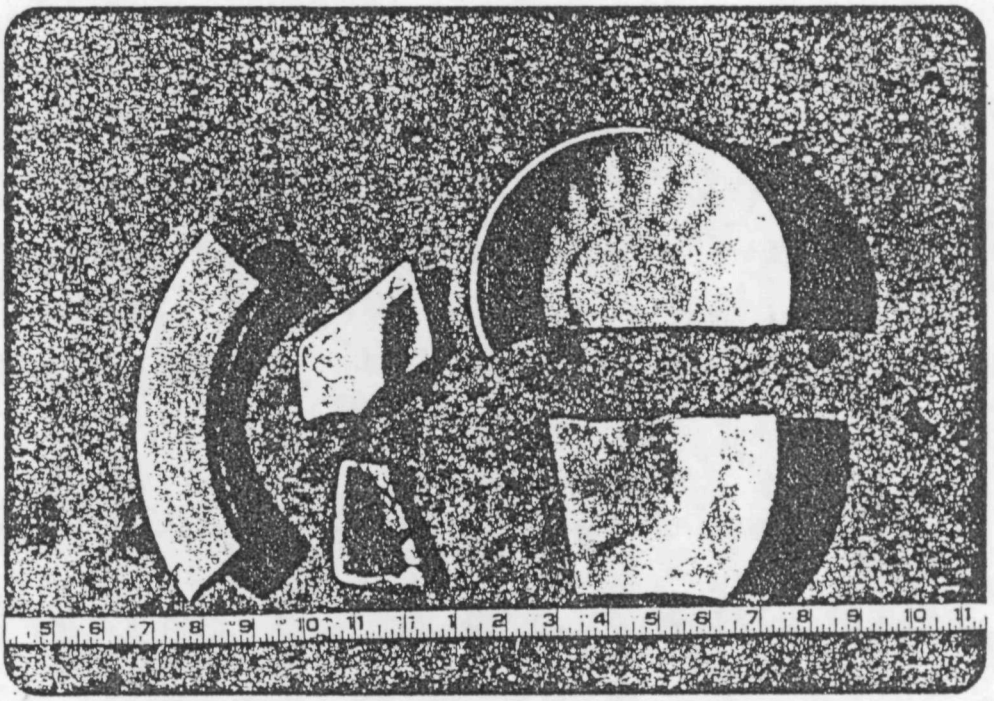
B-1	Item	Beer bottle
	Dimensions	Height 8 5/8"; basal diameter 2 1/4"; neck diameter 1"; lip diameter 1 1/8"; mouth aperture 11/16"
	Color	Pale green
	Markings	A.C.HERRMANN (on shoulder) REGISTERED-WASHINGTON DC THIS BOTTLE NOT TO BE SOLD RETURN PROMPTLY WHEN EMPTY TRADE (Symbol of mailbox with dog resting beside it) MARK
	Comment	J. F. Herrmann was a Washington, D.C., brewer who bottled beer after 1873. The company later became the A. C. Herrmann Brewery. This sample glass bottle probably falls within the last quarter of the 19th century.
C-1	Item	Spirits bottle
	Dimensions	Height 11"; basal diameter 3 1/2"; neck diameter at shoulder 1 1/2"; mouth aperture 3/4"
	Color	Dark brown black
	Markings	Raised lettering ONE QT. on the shoulder. The letter B on the base.
	Comment	Early 20th century spirits bottle, machine manufactured.
E-1	Item	Copper keel plate or sheath
	Dimensions	Length 4'; width 9"; side folds (each) 2"
	Markings	None
	Comment	This keel plate was fastened to the keel foot or base by 1/4" nails (probably square as suggested by several of the nail holes). A right and left side fold 2" wide was wrapped around both sides of the keel from the foot. One fold was fastened with 37 nails and the other by 34 nails. The extreme ends of the plate were fastened by a line of 11 nails on one end and 9 nails on the other. The purpose of a keel plate was to protect the foot of the keel from damage by rubbing bottom, and to retard the infestation of the ship's keel by marine borers. Copper was believed to be especially suitable for this purpose and copper sheathing was employed for such purposes from the late 18th century onward. One side of the plate itself is torn. There appears, however, to be

little indication that the plate was torn violently from the keel of a vessel since the nail holes in the metal do not show signs of tearing. Had the plate been ripped free from the keel it once covered, such evidence would have been more pronounced. The rip in the side suggests that the piece may have been discarded because of the damage. The size of the plate does not conform to the keelson width of the Sector G Shipwreck, but since the keel of the wreck was not excavated, the keelson dimensions may be misleading.

E-2	Item	Terra cotta drain pipe
	Dimensions	Length 1'; width (mean) 4"; width of base 3 1/4"; thickness of sides 3/4"
	Distinctions	The shape of this item is that of a tube compressed slightly on two sides and flattened on one side.
	Comment	Similar pipes, believed to have serviced the drainage and sanitation needs of Camp Hoffman have been recovered in various sections of Point Lookout State Park, though no definite provenance has been established. Several are in the collections at the park museum.
E-3	Item	Chain plates (Deadeye)
	Dimensions	Strap thickness 1/4"; strap width 2 1/4'; strap length from bolt tip to eye 2'6". Width and thickness of deadeye not determined because of heavy concretions. Eyeholes (3) were each 1" wide.
	Distinctions	None
	Comment	The chain plates, an important piece of the mast rigging of sailing ships, were made of strap iron, fitted flush with the bends of the ship, and fastened with two bolts. The upper end was turned slightly back on itself forming an eye. The deadeye, made of wood, was iron bound with round rod, the ends forming the eye. A bolt was run through these eyes and the eye of the chain plate proper. The chain plate and deadeye assemblage was located partially buried in the sand and gravel bottom. The exposed section of the strapping was less heavily concreted than that which was buried and relatively easily cleaned of concretions. The deadeye end was buried and the wood preserved from teredo damage by the burial. The strapping is bent in two places, suggesting that a considerable force may have been exerted against it. Fragments of wood were found in the concretion at the bolt end, and additional fragments were noted in the

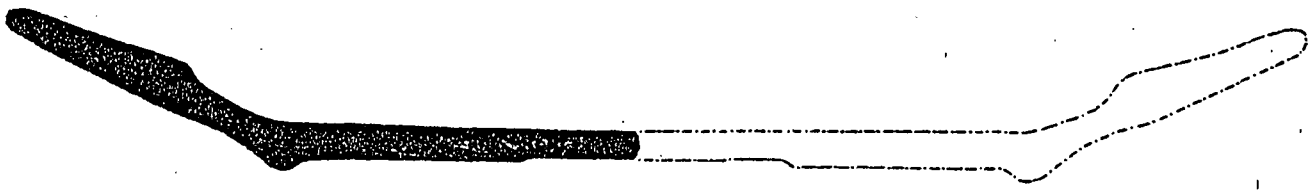
		hole left by the item after its recovery, suggesting that additional artifactual materials, possibly even ship fragments, may lie buried in the same vicinity.
E-4	Item	Ironstone plate fragment
	Dimensions	Diameter (est.) 9"; thickness (varies from 3/16" at center to 3/8" at rim)
	Color	White
	Distinctions	None
	Comment	This glazed ware is of an undecorated, utilitarian kind, and highly absorbent. It gives evidence of having been kept in a galley where greasy food was kept or, more likely, in a warming closet, such as those found in galleys, mess hall kitchens, or hotel kitchens where large amounts of food must be kept warm. Some color has been leached out by the sea salts and the glaze has been fractured. This piece may date as early as the 1870s but certainly no later than 1900. It is probably of American manufacture.
E-5	Item	Coffee cup saucer fragment
	Dimensions	Diameter 6"; diameter of base 3"; depth 1"
	Distinctions	Concave panel design, 10 of 16 panels extant on fragment, plain white color, no design.
	Comment	This piece was a coffee cup saucer type popular from the period ca. 1850 to 1875. The type is often referred to as a "sipping" saucer. Its deep-dish, utilitarian design appeared in the late 1840s, but did not gain prominence until the 1850s. The fashion of saucer sipping of coffee was acceptable until the mid-1870s when it became unfashionable. The piece is probably of American manufacture.
E-6	Item	Ironstone plate or bowl fragment
	Dimensions	Estimated diameter of plate 11"; width of rim 1 3/4"; length 7 7/8"
	Color	Originally white, now mottled gray
	Distinctions	The surface glaze is badly fractured and has taken on coloration of clay environment in which it was laying.
	Comment	See E-4 for comments concerning leaching, etc.
E-7	Item	Spirits bottle, basal fragment (typical case form)
	Dimensions	Base measures 2 3/4" x 2 3/4"
	Color	Dark olive green
	Distinctions	The base is square with chamfered corners which are 7/16" thick. Such corners served to

		strengthen the otherwise weak square bottle form.
	Comment	This piece is typical of Dutch gin "case" bottles imported from Rotterdam and Amsterdam after 1850. Two part-blown in mold. There are no panel seams indicative of free-blown bottle form. Its sides are straight verticals which set it apart from earlier bottle case bottle forms.
G-1	Items	Anthracite coal fragments
	Comment	These fragments recovered without provenance from the Sector G Shipwreck suggest that coal may have been used for cooking, heat, or possibly even for power onboard. It is also possible that the coal migrated into the site from elsewhere since coal was observed in several areas along the trough north of the wrecksite.
G-2	Item	Yellow ware plate fragment
	Dimensions	2 1/2" x 1 3/4" x 1/4"
	Color	Yellow ochre
	Distinctions	None
	Comment	This fragment features an extremely soft glaze, is probably of American manufacture ca. 1840s-1875.
G-3	Item	Wine bottle base fragment
	Dimensions	Height 5 1/16"; base diameter 3 1/2"; height of kick 2 1/2"; diameter of kick at crown 1 1/4"
	Color	Dark green
	Distinctions	None
	Comment	The large kick suggests usage as a champagne bottle. The bottle is ca. mid-19th-century manufacture.
G-4	Item	Concretion with iron spike
	Dimensions	(Spike) length 5 1/2"; width 1/2"; head width 3/4"
	Distinctions	None
	Comment	The head of the spike is poorly preserved but may be rose-headed. The spike body is squared. Other unidentified iron fragments are also in the conglomerate.
G-5	Item	Whiteware plate fragment
	Dimensions	2 3/4" X 2"; thickness varies from 1/4" to 5/16"
	Color	White with glaze
	Distinctions	Edges are well worn from probable grinding by surf activity. Piece has probably migrated from its original place of deposition.
	Comment	This piece is a utilitarian rim fragment possibly of either a large bowl or plate, and was probably manufactured ca. 1875-1900.



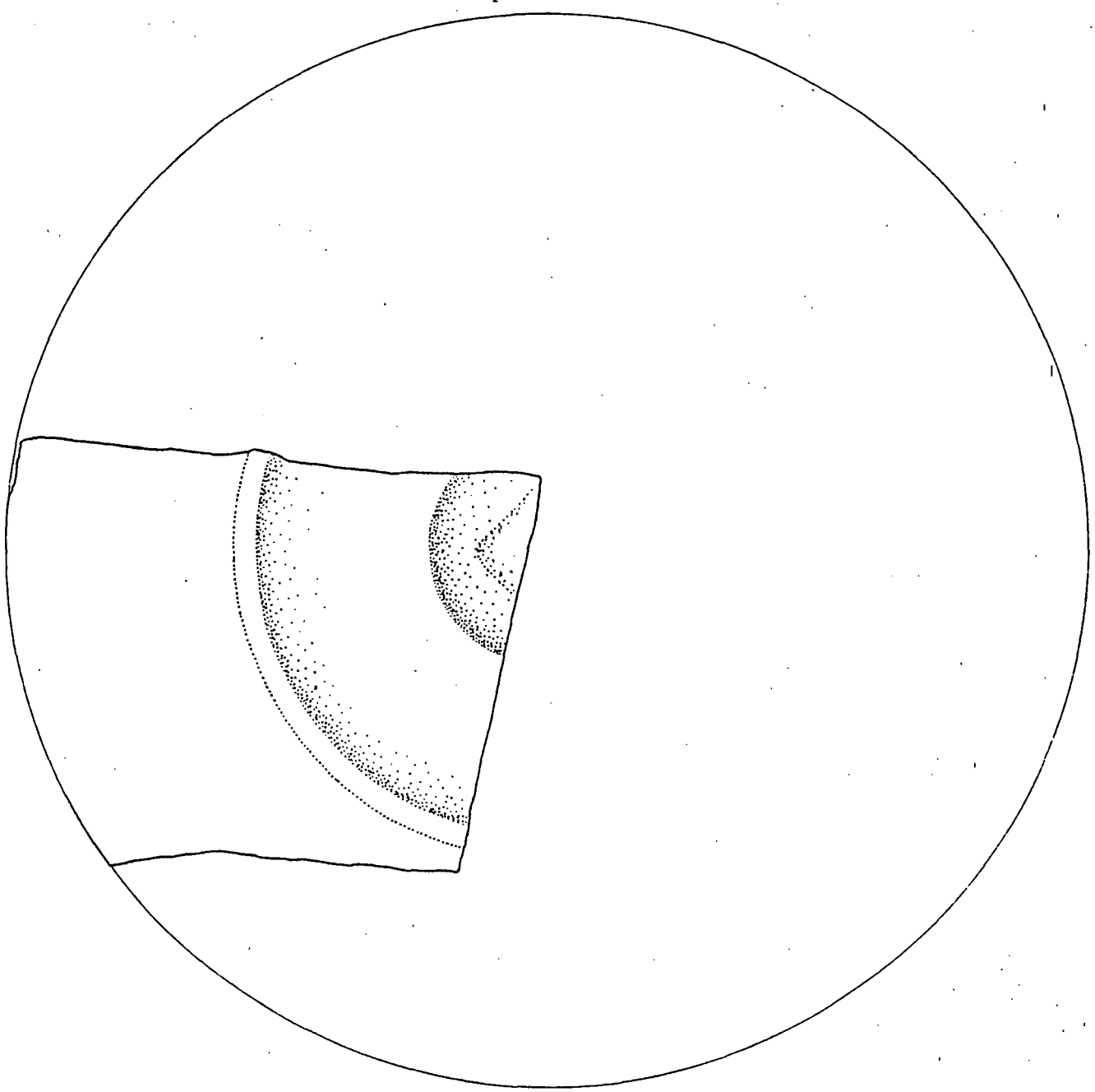
Left - E-6 Ironstone plate fragment
Center top - G-5 Plate fragment
Center bottom - Yellow ware plate fragment
Right top -E-5 Coffee cup saucer fragment
Right bottom - E-4 Ironstone plate fragment

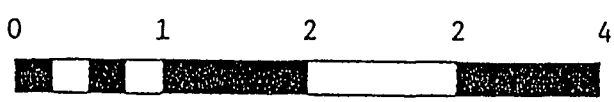
E-4 IRONSTONE PLATE FRAGMENT



Transverse View

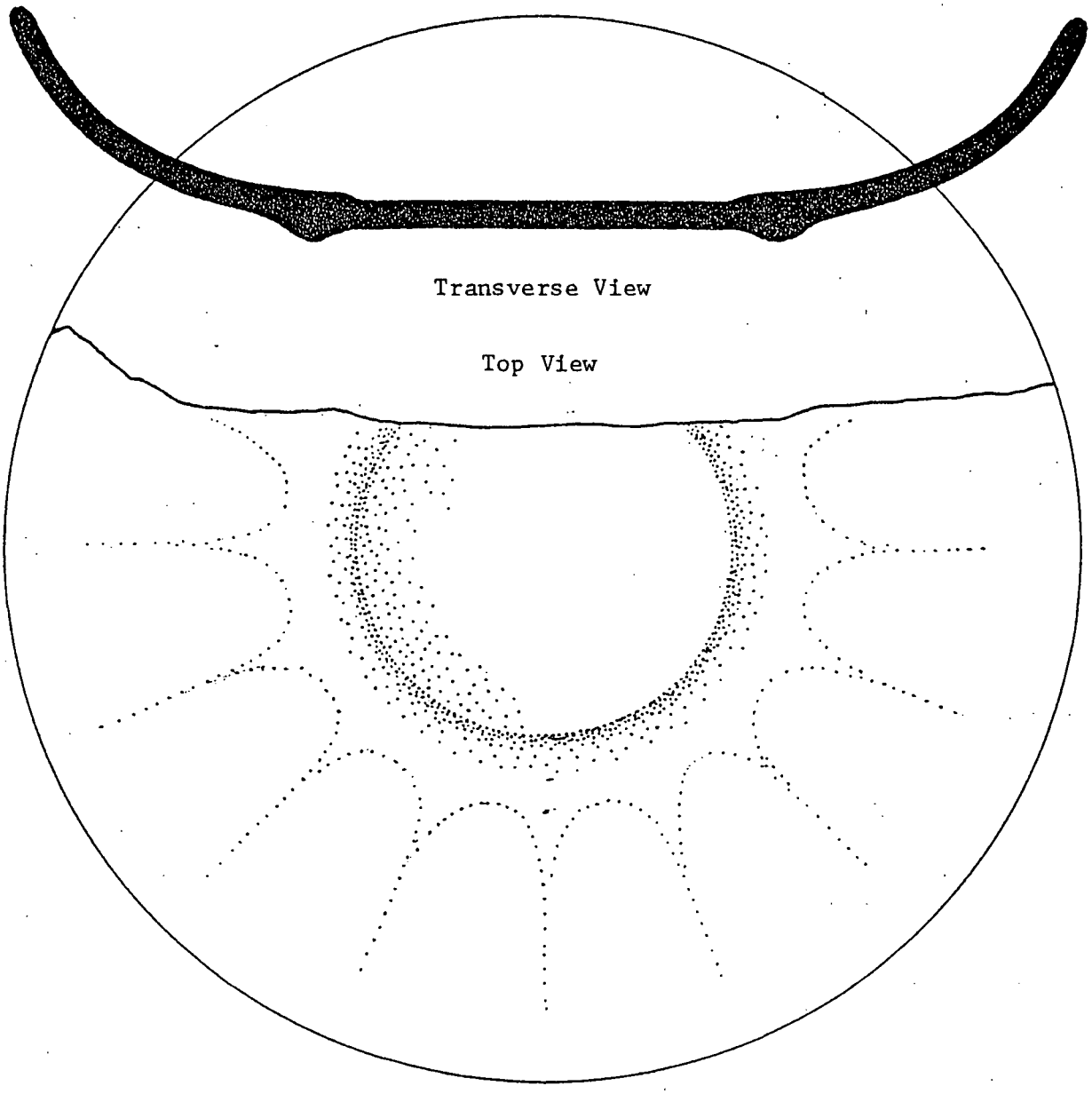
Top View

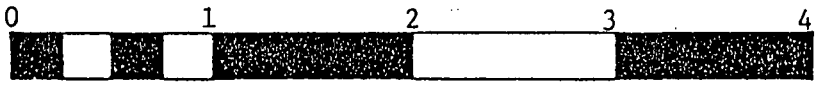




SCALE - INCHES

E- 5 COFFEE CUP DISH FRAGMENT





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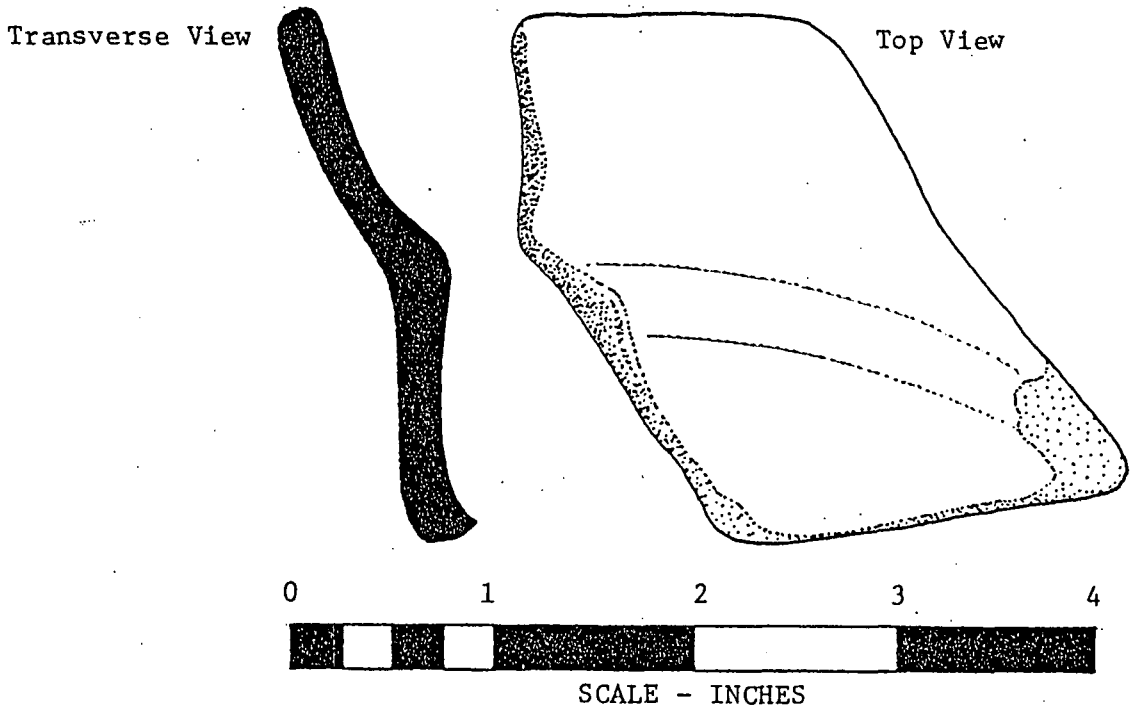
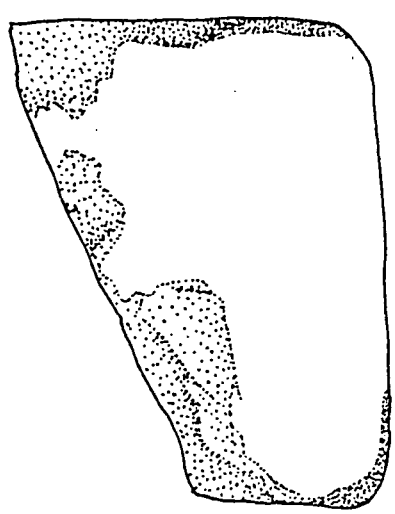
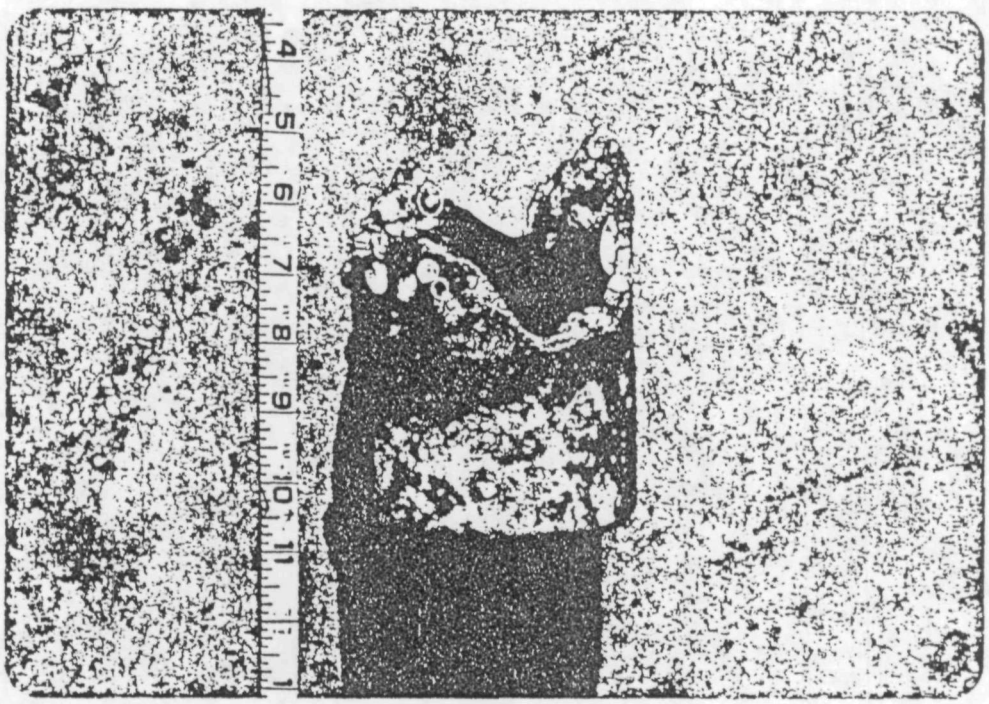
G-5 PLATE FRAGMENT

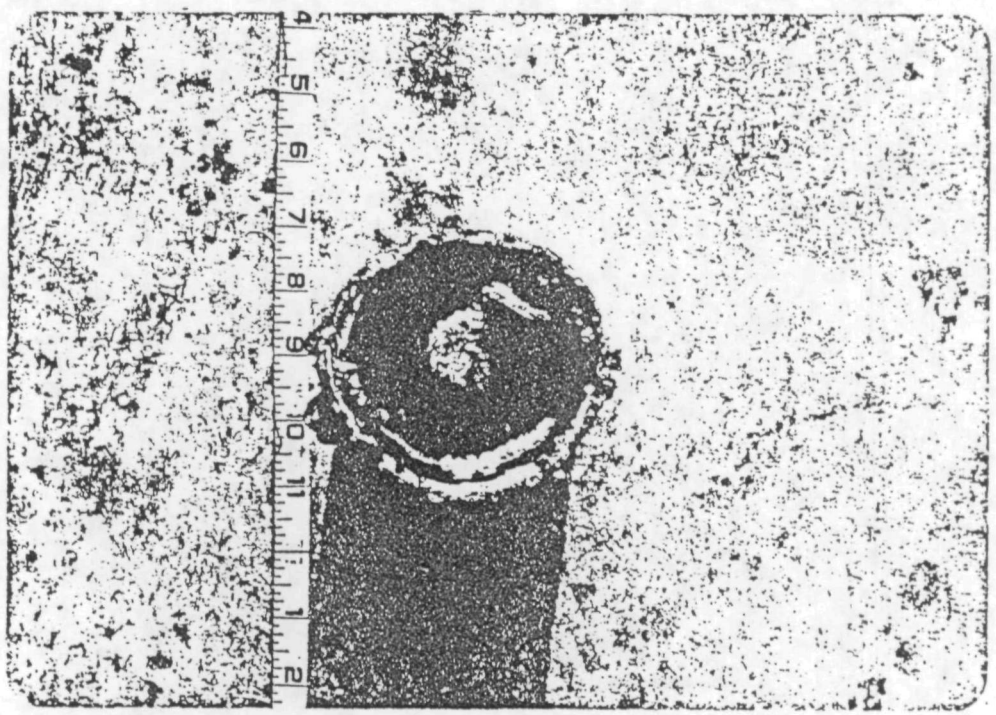


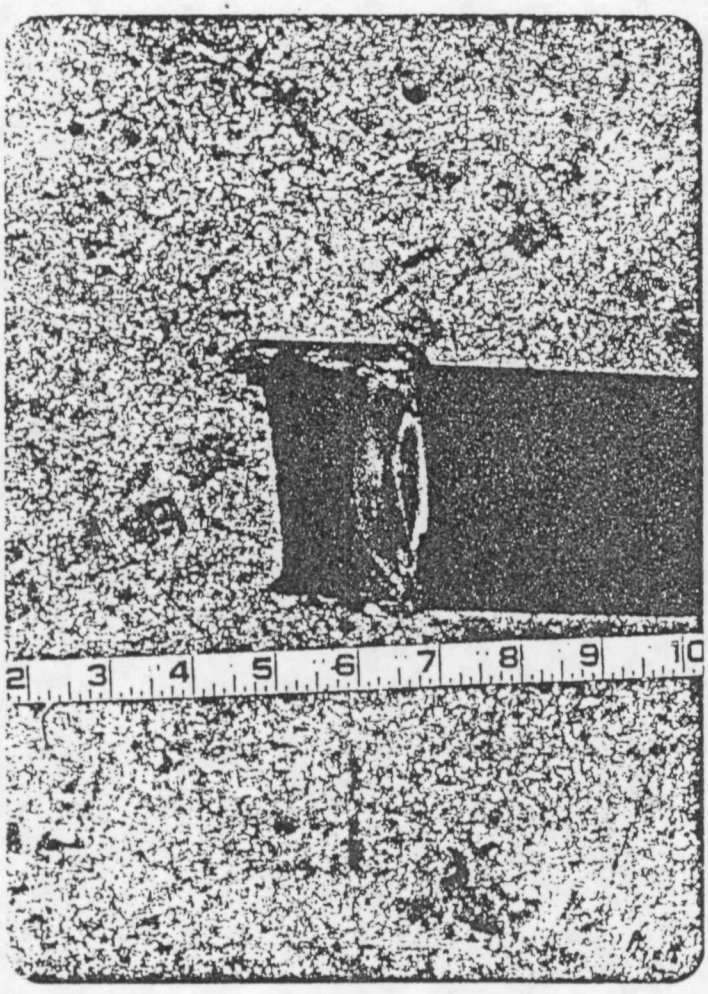
G-2 YELLOW WARE PLATE FRAGMENT



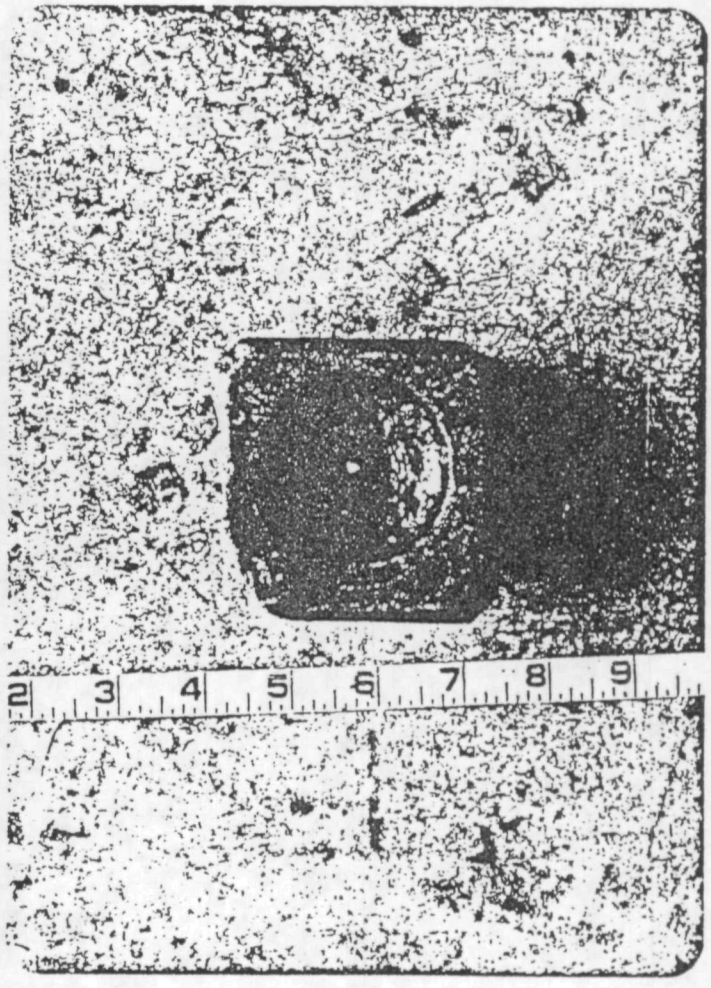


G-3 Wine bottle (side and top view)



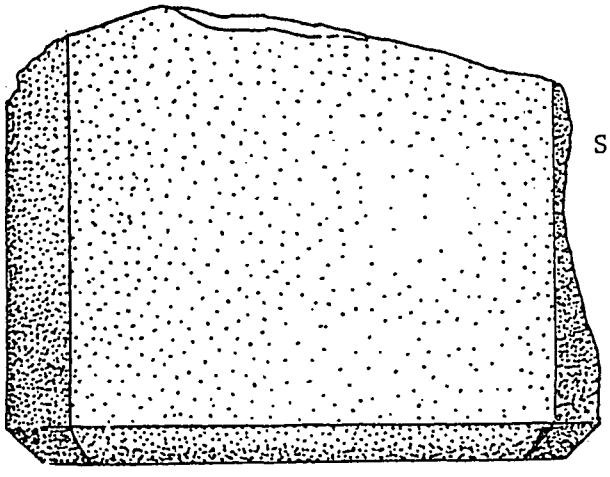


E-7 Spirit bottle (case) base
(side view)



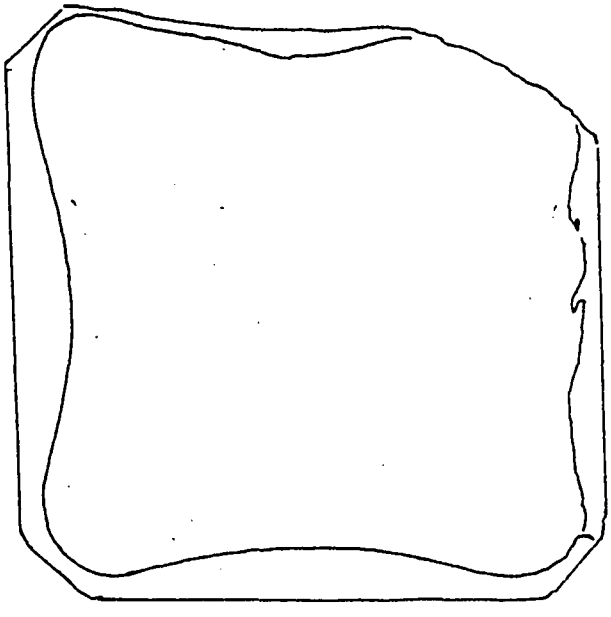
E-7 Spirit bottle (case) base
(bottom view)

E-7 SPIRIT BOTTLE (BASAL FRAGMENT)

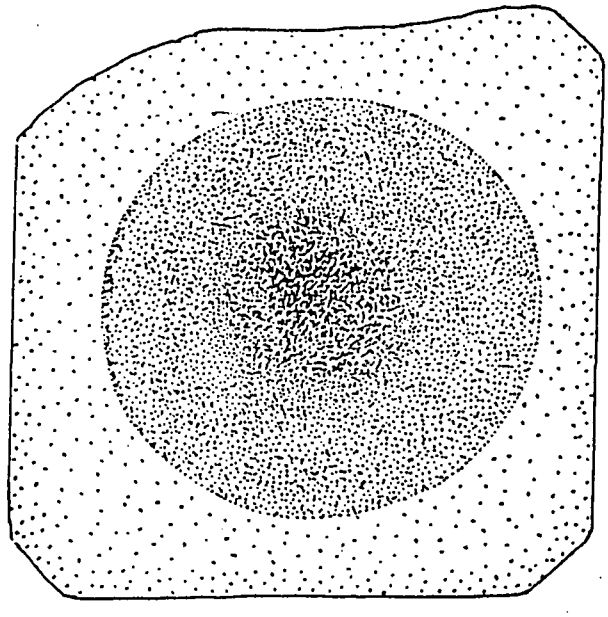


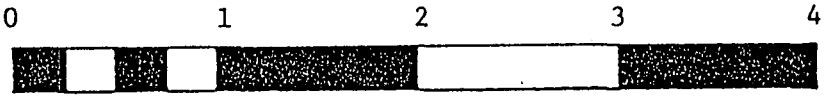
Side View

Top View



Bottom View





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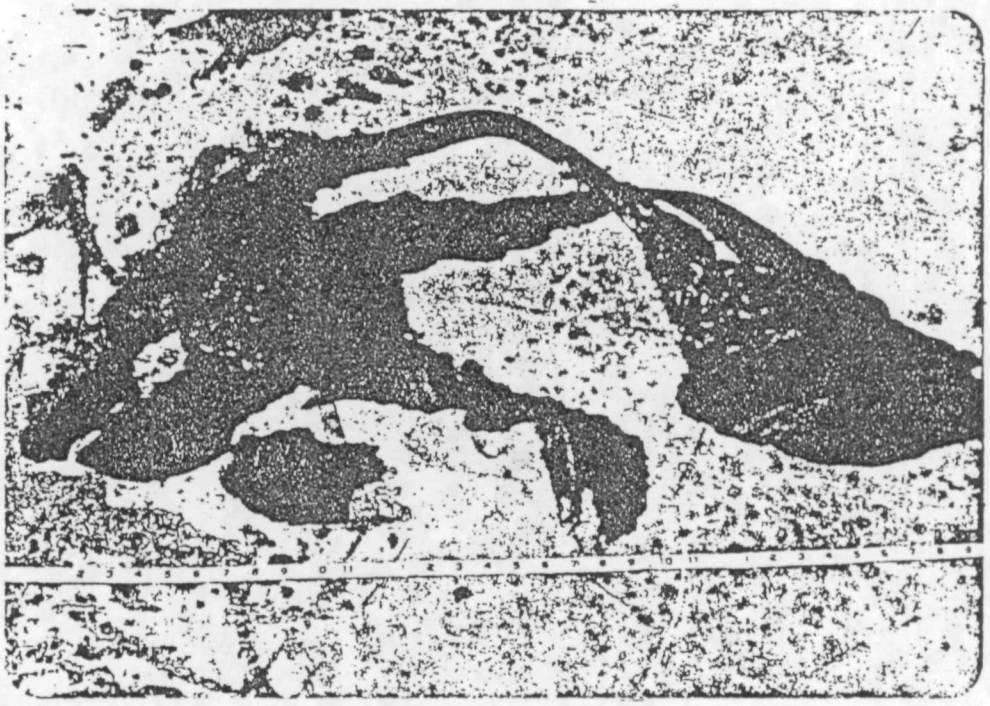
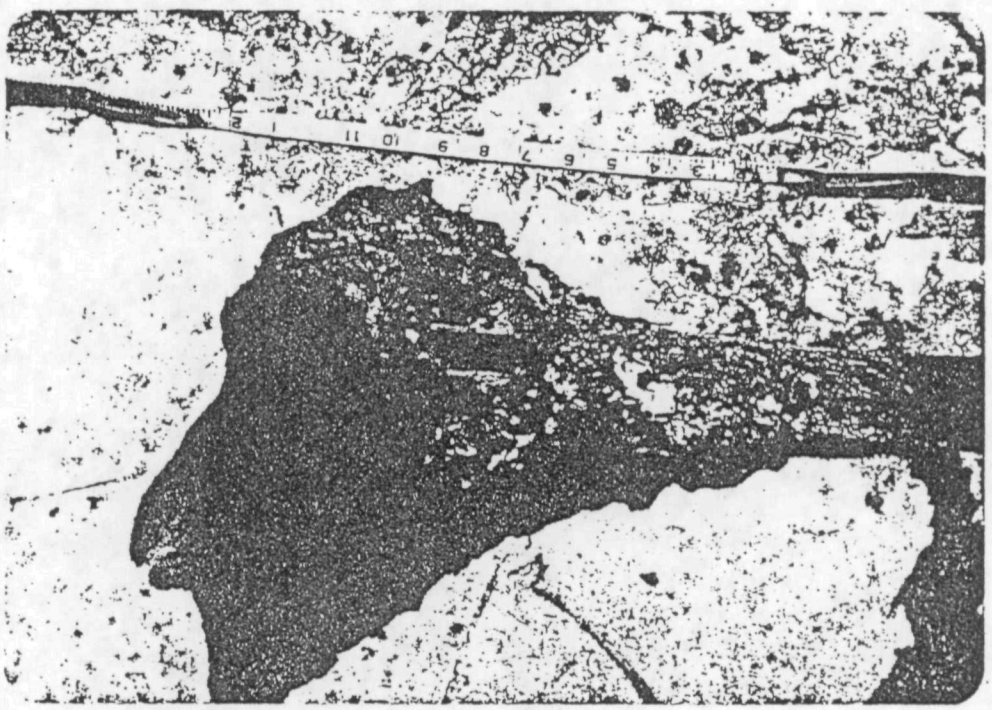
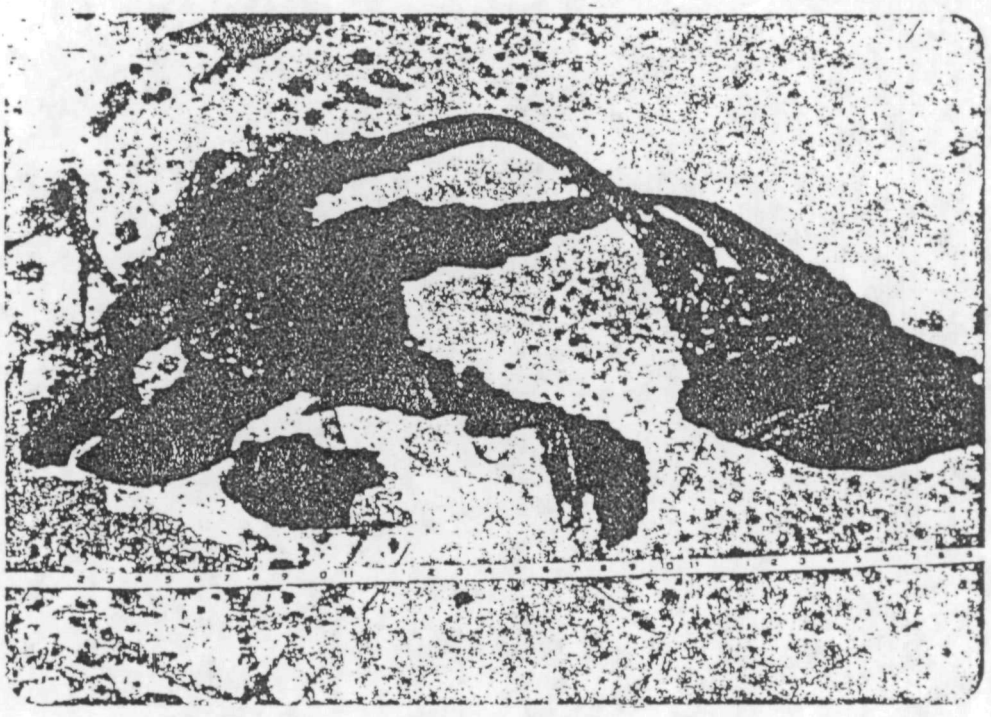


E-3 Chain plate and fragments

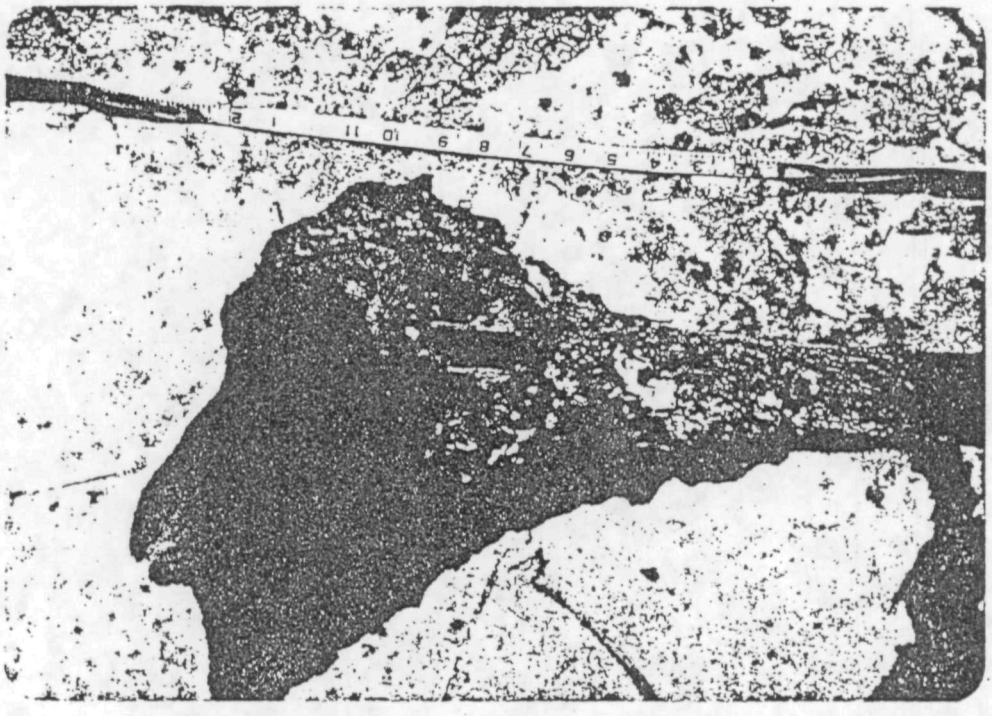
E-3 Chain plate (deadeye end)

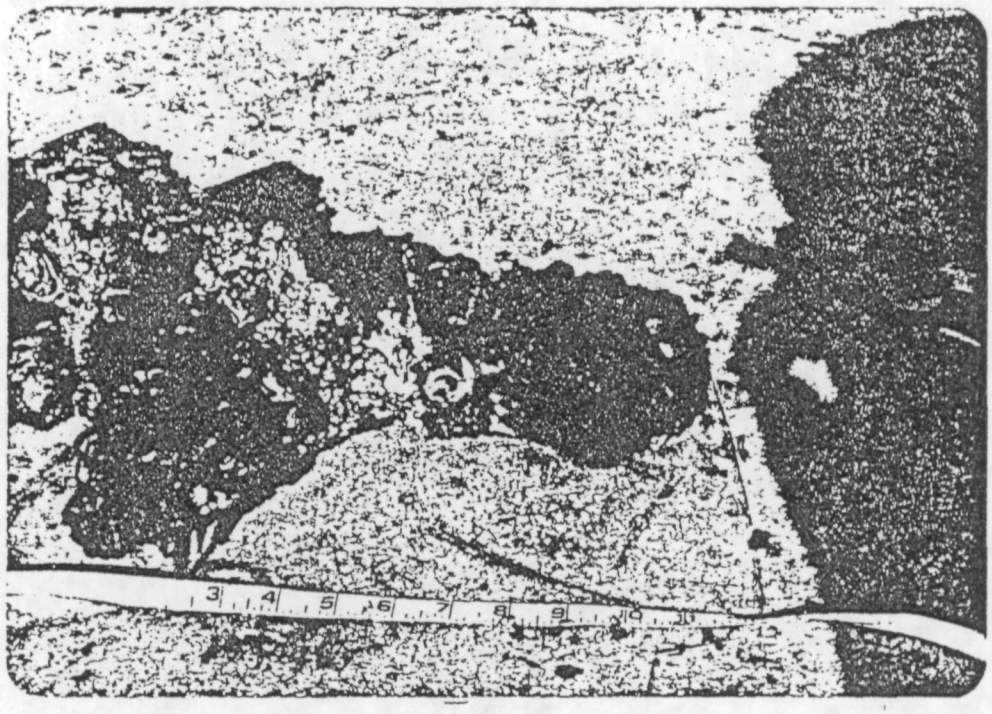




E-3 Chain plate and fragments

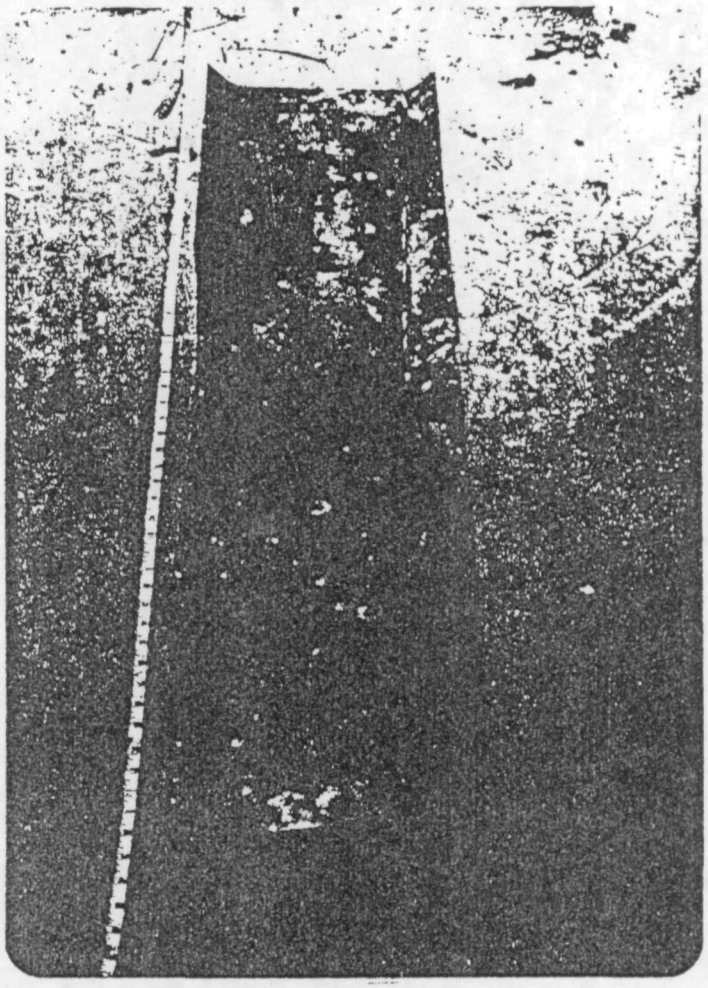
E-3 Chain plate (deadeye end)



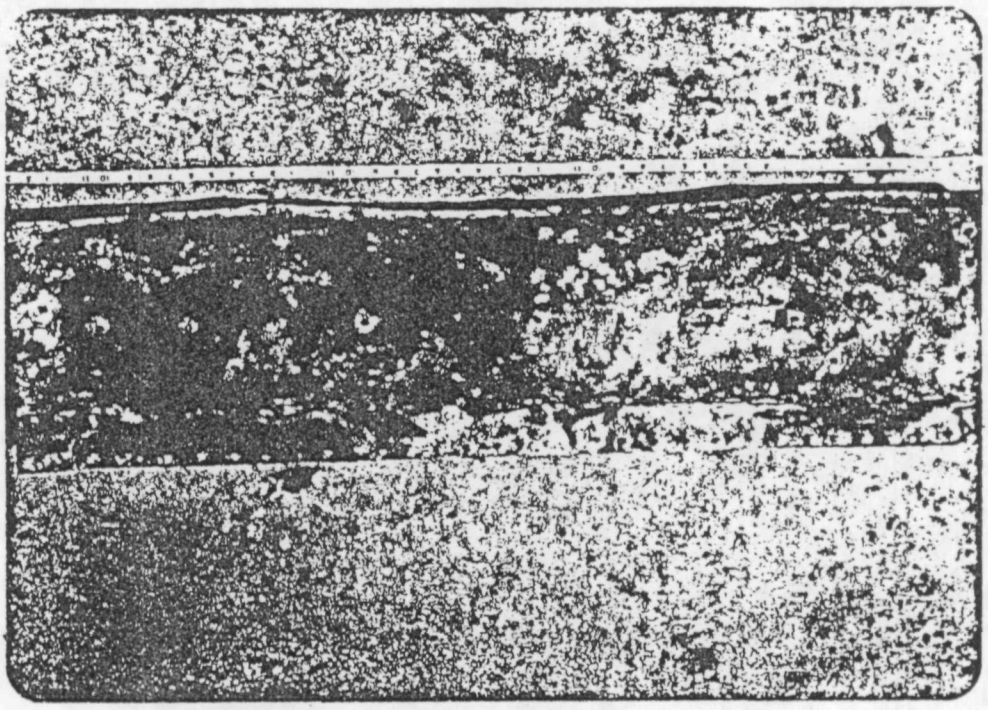


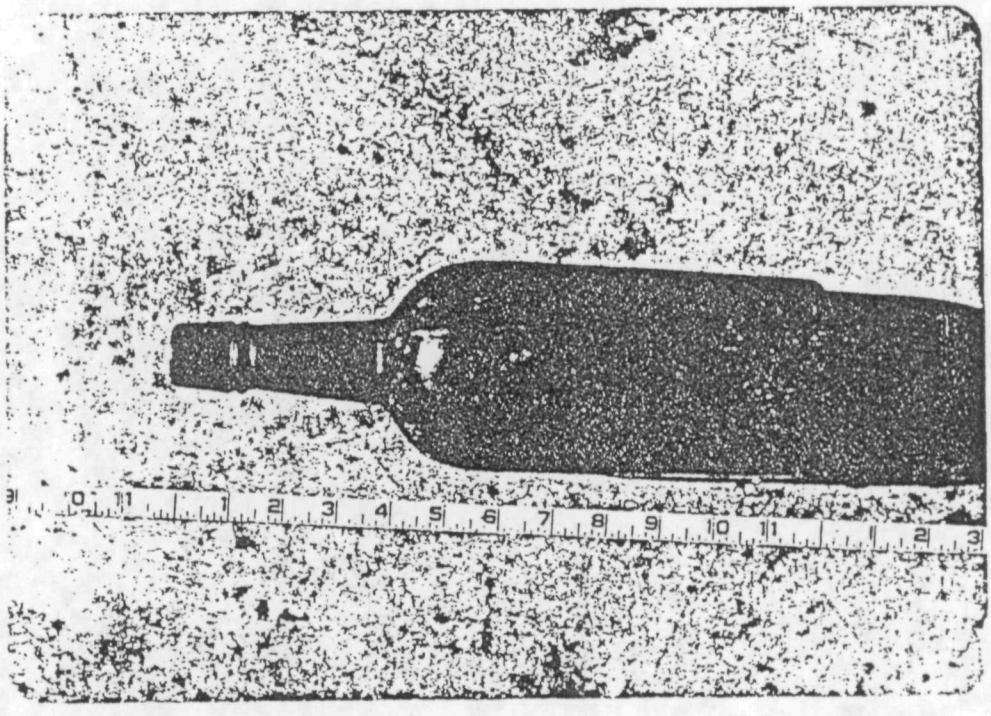
E-3 Chain plate (bolt end)

E-3 Chain plate (deadeye end)



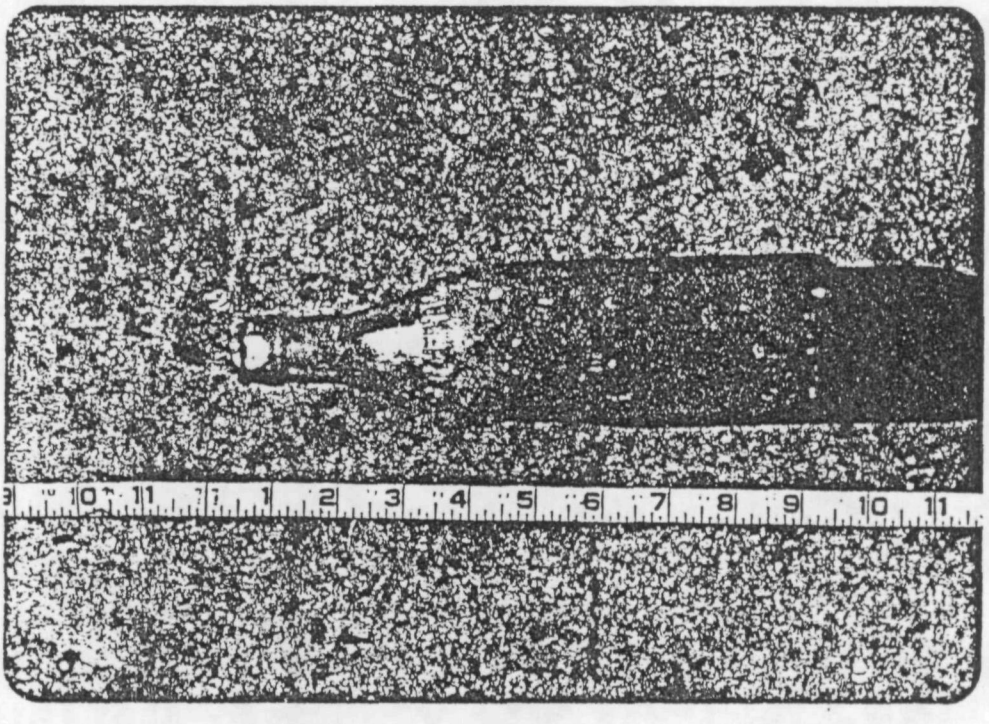
E-1 Copper keel plate





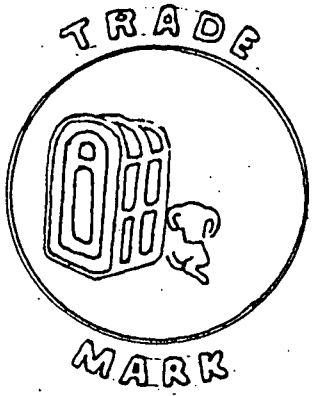
C-1 Spirits bottle (side view)

B-1 Beer bottle (side view)

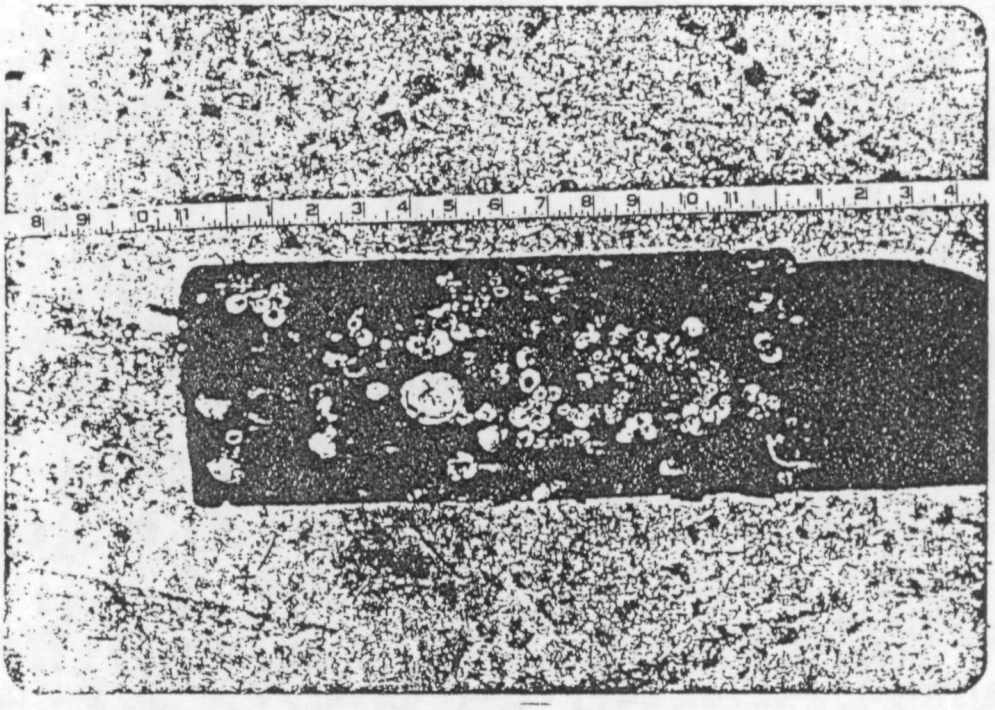


B-1 BEER BOTTLE (DESCRIPTIVE MARKINGS)

A.C.HERRMANN

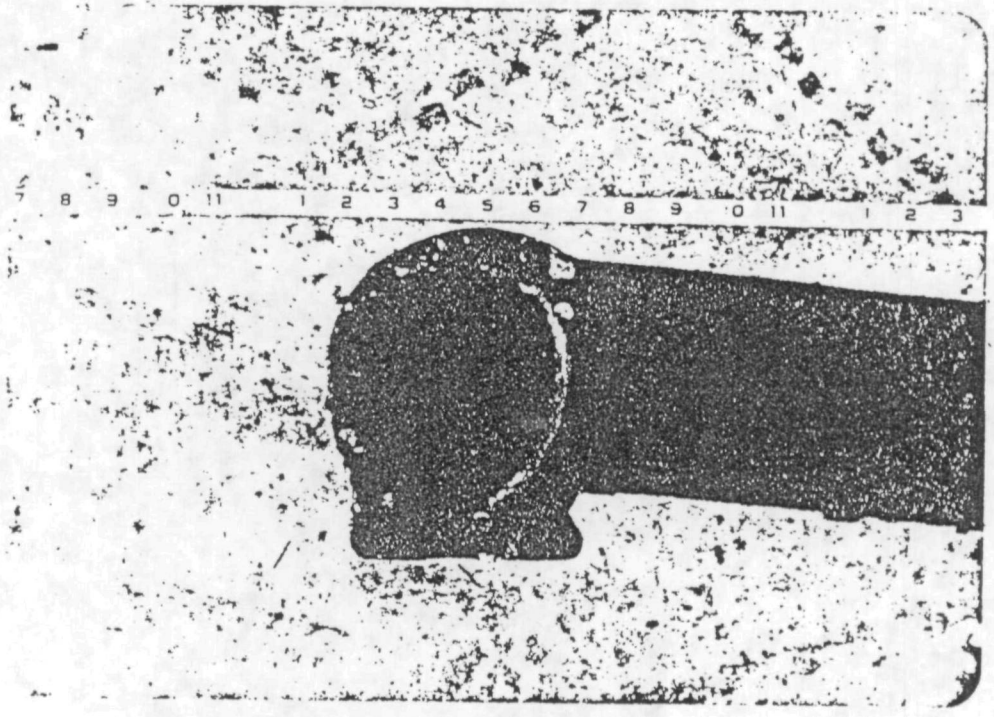


REGISTERED-WASHINGTON D C
THIS BOTTLE NOT TO BE SOLD
RETURN PROMPTLY WHEN EMPTY



E-2 Drain pipe (side view)

E-2 Drain pipe (end view)



APPENDIX C

Samples of Media Promoting Relic Hunting at Point Lookout and in other Maryland waters

CHESAPEAKE BAY MAGAZINE, April 1973

BENEATH THE WATERS OF THE CHESAPEAKE

by Gay Hilton

Most people familiar with the Chesapeake Bay consider only the surface — a flat and sometimes not-so-flat plane upon which to sail or motor. Lines are blindly cast in with the hope that fish will find the lure. Anchors are heaved overboard with the prayer that they may be retrieved. But regarding the world beneath the surface, nothing is known. What would it be like to spend sixty minutes on the bottom; what would be there?

Sport divers (those folks in the black suits carrying a red flag with a white diagonal stripe) have found that the Chesapeake Bay, like most other large natural bodies of water, contains an abundant variety of marine life as well as all the non-perishable junk man has either lost or thrown away. This latter ranges from Indian artifacts and Civil War relics to last year's model Danforth (with this year's price still attached) and bottles and cans from every era.

Late in October the diver, weary from a season of ocean wrecks and long pre-dawn drives to the Atlantic shore, turns to the Bay in pursuit of the oyster. Little trace is left of the August boater on the surface. Down among the rocks and cables, however, lie all those anchors, right where they were lost during the summer. Many divers abandon the oyster hunt and begin collecting anchors; some look for just the right style and size to match a newly purchased boat, leaving behind the unsuitable. Maryland and Virginia laws regulate the quantity of oysters which may be taken, designating non-polluted locations; the author is not aware of any limits placed on anchors.

Fossil hunting is a year-round activity centered along the western shore of the Bay in Calvert County, Maryland. Deposits from the Miocene Era can be seen easily in the cliffs at the water's edge. Here, the ancient shells can be readily picked up. Careful looking in the shallow water may uncover a few sharks' teeth; some of those found have measured several inches in length.

A more recent artifact sought after by divers is the lead minieball dating from the Civil War. These are easily found in the shallow waters around Point Lookout, Maryland, particularly in the late winter months. During the Civil War the Union Army maintained a prisoner-of-war camp at the Point. However, no satisfactory explanation for the large quantity of minieballs recovered has been found. Several diving groups are attempting to chart those portions of the original camp now underwater in an attempt to better understand the present finds.

Oysters, anchors, fossils, and minieballs can be fun for just so long, for the true diver's heart is on the wrecks. Scattered thoughout the Bay area are numerous wrecks at many depths, and dating from before the Civil War to modern times. Resting in the upper Severn River, in about ten feet of water, are the remains of a wooden-hulled vessel in which have been found several bottles dating from the 1870's. The original name of the ship is unknown, but it is affectionately called "the bottle wreck" by divers.

Most wrecks this old are almost completely decomposed and buried in silt.

Visibility is initially several feet, but as soon as the silt is stirred up all light is lost and searching must be done by feel alone. Much time is spent in fruitless groping, and when a bottle is finally located it must be brought to the surface to determine its age. The majority are, of course, last summer's beer and soda bottles, but the rare classic makes the hunt worthwhile.

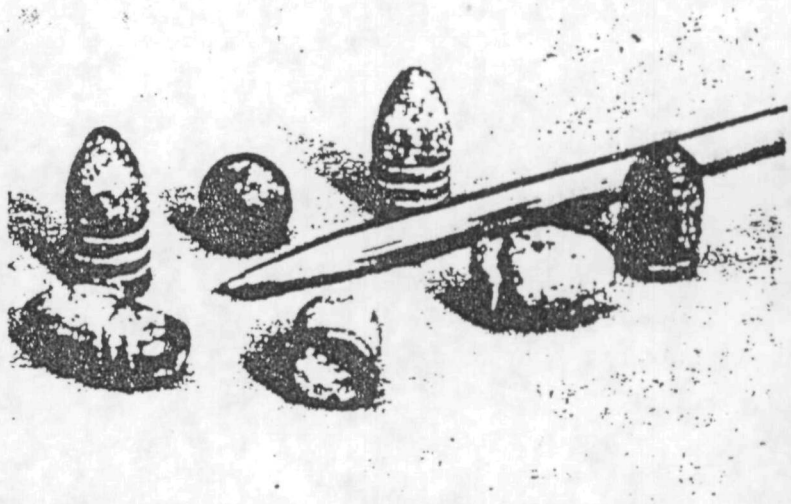
Near Reedville, Virginia, in about five feet of water, lie the burned remains of a Civil War blockade ship. Some pieces of lead and brass nails have been discovered, but tide and current have left little to be found at the site.

Several modern wrecks lie in deeper water near Smith Point, Virginia, providing a diving challenge similar to that of the Atlantic Ocean wrecks. The visibility is very poor, and good lights are a must, but many brass portholes and fittings have been recovered.

Bay diving is most popular during the winter months when boat traffic is at a minimum and underwater visibility can be as far as twenty feet. The water temperature drops to the low thirties; but with a modern, well-fitting wet suit, the diver can stay under for several hours without discomfort.

Max Aleksandrcy and son Serge.

Editor's note: Mr. Hilton is president of the Atlantis Rangers Skin & Scuba Diving Club. P.O. Box 96, Riverdale, Maryland 20840.



Bullets recovered April 4, 1971, from the Chesapeake Bay at Point Lookout, Maryland. Found in clay-like bottom in approximately 5' of water approximately 100' offshore. Presumed to be Civil War bullets. Recovery team Max and Serge Aleksandrcy, Gay Hilton, Bubble Boyl, Steve Friend.

Photos: Bobbin P. West

Underwater breathing is possible through the use of SCUBA (Self-Contained Underwater Breathing Apparatus), which was invented by Jacques Cousteau and Emile Gagnan in the mid-40's. SCUBA consists of a high pressure tank containing air and a staged regulator providing low pressure breathing air to the diver. The diver with a 72 cubic-foot tank can remain at sixty feet for as long as sixty minutes. A face mask is required to maintain an air space between the eyes and the surrounding water in order to allow normal vision. Additional equipment may be required depending on the site and purpose of the dive. Many stores, called "Dive Shops", specializing in this type of equipment (and which have available compressed breathing air), are located throughout the Bay area.

There is, however, more to diving than equipment. Proper training is a must along with a reasonable degree of physical fitness. Several national training organizations such as YMCA and the National Association of Underwater Instructors (NAUI) conduct courses for beginning students. The only prerequisite is a basic swimming ability. These initial courses teach diving fundamentals and provide certification of training, but it remains for the student to acquire experience and confidence. This may be accomplished by participating in an active dive program. Many clubs exist throughout the area which provide active diving programs for their members. These include quarry dives for beginners, ocean charter-boat dives for experienced and advanced divers, and also family trips to many interesting and/or exotic diving areas — including the Chesapeake Bay and Tahiti. ■

The Washington Post METRO

Thursday, June 9, 1983

Treasure on the Beach

Fortune-Seekers Find Gold, Diamonds

By Angus Phillips
Washington Post Staff Writer

ANNAPOLIS—Carr's and Sparrow's beaches on the Severn River have been abandoned for years, victims of changing times and revised gambling laws. Instead of shouts from frolicking bathers and slot-machine winners, all you hear these days are the throaty whistle of a quail in the woods or the croak of a blue heron surprised in mid-hunt.

Yet there are fortunes still to be won in these forgotten places, Bob Trevillian will assure you.

Trevillian, 29, and partner Frank Carter are underwater treasure hunters.

They do not wear Scuba tanks nor do they study pirate maps where X marks the spot. They go instead to deserted Chesapeake Bay beaches, poke around in the shallows with waterproof metal detectors and often come home with gold and silver.

Sometimes they are scorned as "garbage pickers," chuckled Trevillian. They can laugh at that, he said, because for about seven years he and Carter have supported their families very nicely by treasure hunting, mostly at beaches. Lately they've upped their earnings by publishing two books on the subject, Treasure on the Chesapeake Bay and Diamonds in the Surf, and opening Spyglass Enterprises, a treasure-hunting shop.

At home and in the tiny, pin-neat shop in Glen Burnie, they have boxes upon boxes of coins, medallions, trinkets and jewelry. Much of it is junk, but some is precious metal; every

See TREASURE, B12, Col. 1

By Lucian Perkins—The Washington Post

With underwater metal detectors, treasure hunters sweep local beaches. Some manage to earn a living at it.

Adventurers Find Treasure And Trinkets at Area Beaches

TREASURE, From B1

once in a while they stumble on a nice sparkly diamond.

The good stuff they take to be appraised at Sanders' Keepsake Jewelers, where they hurried two years ago when Trevillian unearthed a diamond ring at Fort Smallwood Beach near Baltimore.

"It was 2.35 carats—not a high-quality stone—and an older, European cut," said Lawrence Sanders. Still, the jewelers appraised the ring at $13,500, a replacement cost that is about twice what the ring actually might bring on the open market, Sanders said.

The men dashed over to Sanders' again last week when Carl Harrison, a regular colleague on water hunts, dug up a 40-year-old platinum and diamond dinner ring from a southern Anne Arundel County beach. The stone was just over half a carat and the ring was appraised at $3,500.

A few mornings later when the three men took a novice hunting at Sparrow's Beach, within sight of the State House in Annapolis, no one expected Harrison to find anything.

"I've got the three-day syndrome," said the former newspaper delivery agent. "Any time you find a diamond, for the next three hunts you get nothing."

The men parked their van on a litter-strewn dead end, donned wetsuits, gathered up metal detectors, hand diggers and sifters and trundled 200 yards down a weed-choked trail. On their right stood the remains of the old beach turnstiles, where 30 years ago Washingtonians paid for a day of swimming; on the left were the decrepit remnants of a wooden concession stand.

"Bob-WHEEEET," sang the quail.

Chesapeake beaches are good for treasure hunting because they are generally empty, now that Ocean City is only three or four hours from Washington, and because they stay shallow a long way out. The hunters generally don't work beyond waist depth, which is where Trevillian was, 50 yards from shore and 20 minutes into the morning's search, when he shouted, "Got one."

The steady "click-click" of his detector had speeded briefly. Trevillian zeroed in on the metal; with a long-handled digger he scooped three or four times, pouring the sand and clay mix through a floating chicken-wire sifter. The gold shone brightly against the galvanized wire.

It was marked "Cardozo High School, 1953"—a class ring no doubt lost by some Washington teen-ager who arrived sweaty from the drive, dove carelessly into the cool water and never felt it slip off. It was marked 10k; approximate scrap value, $50.

By the time he quit four hours later, Trevillian had turned up a 14-karat gold 1929 Cardozo class ring; a silver ring so thin it was worthless; a gold-filled charm ring, a silver initial ring and a silver friendship ring, each worth a few dollars; a Mercury dime, a Roosevelt dime and a silver Washington quarter; four war nickels (40 percent silver), four buffalo nickels worth $1 apiece, three Jefferson nickels, three "wheat pennies," a brass skeleton ring and a small brass religious medallion. He'd also found a handful of bathing-cap snaps, bathing-suit clips, fishing rigs and other metal trash. Total value, about $125.

His partners each found a gold ring, including one from Washington's now-defunct Armstrong High, but fared less well overall, gathering $40 or $50 each in scrap and coins. "But you never know when that diamond is going to show up," said Harrison.

Trevillian and Carter maintain that they pioneered shallow-water treasure hunting, starting a decade ago with land equipment and improving it as they went along. They say there now are 35 or 40 serious water hunters around the bay, each with about $700 invested in equipment.

Trevillian, who gave up a real estate and insurance business seven years ago to hunt full time, said the treasure supply is holding up. Even beaches that are picked over replenish themselves with the winds and tides, he said.

But, thanks largely to him, the pressure on the sunken treasure troves is building. "We've seen guys who will sleep in their cars, hunt every tide, not come home for days," Harrison said.

"They get greedy," said Trevillian. "This gold and silver does strange things. It goes to people's heads...."

By Lucian Perkins—The Washington Post

Bob Trevillian shows a 1953 Cardozo High School class ring he found on a search at Sparrow's Beach. With him is Frank Carter.

APPENDIX D
Transmittals and Contract

MARYLAND FOREST AND PARK SERVICES
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

JAMES B. COULTER
SECRETARY

DONALD E. MacLAUGHLAN
DIRECTOR

March 18, 1983

5705

Mr. Donald Shomette
President
Nautical Archeological Associates, Inc.
9110 Grandhaven Avenue
Upper Marlboro, MD 20870

Dear Mr. Shomette:

Would you please submit a bid for the archeological services described in the attached letter from Tyler Bastian to me?

In addition to the work specified in Mr. Bastian's letter, we also want a written report on findings with appropriate drawings showing the areas surveyed and features encountered.

Your earliest possible response would be appreciated.

Sincerely yours,

Ross M. Kimmel
State Forest and Park Historian

RMK:jlm

cc: Daryl DeCesare

Telephone: (301) 269-3771

TTY FOR DEAF: STATEWIDE 1-800-492-5062; BALTIMORE 269-2609

JAMES B. COULTER
SECRETARY

LOUIS N. PHIPPS, JR.
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY
THE ROTUNDA
711 W. 40TH STREET, SUITE 440
BALTIMORE, MARYLAND 21211

KENNETH N. WEAVER
DIRECTOR
MARYLAND GEOLOGICAL SURVEY

EMERY T. CLEAVES
DEPUTY DIRECTOR

338-7236

Division of Archeology
17 March 1983

Mr. Ross Kimmel
Historian
Maryland Forest and Park Service
Tawes State Office Building
Annapolis, MD 21401

Dear Ross:

In accordance with your request, we have prepared a brief scope of work and recommendations for consultant services for underwater archeological survey at Point Lookout State Park.

Fieldwork should consist of a visual reconnaissance survey by divers utilizing fixed datum points at measured intervals along the beach. Divers using 150 foot tapes connected to each datum point will swim in arcs at measured 15 foot intervals until a series of arcing transects from each datum along the beach has been covered. The datum points will be spaced along the beach every 200 feet. Any structural remains or concentration of artifacts will be described and its position plotted by triangulating the spot using two transits set up on land.

Small artifacts that can be stabilized through primitive conservation should be recovered and sent to the Division of Archeology for permanent curation and storage. Stabilization and storage of the artifacts will be undertaken by the Division of Archeology at its laboratory facilities at 2100 Guilford Avenue in Baltimore. Artifacts requiring special conservation measures, large objects, and structural remains should be mapped and described and left in place.

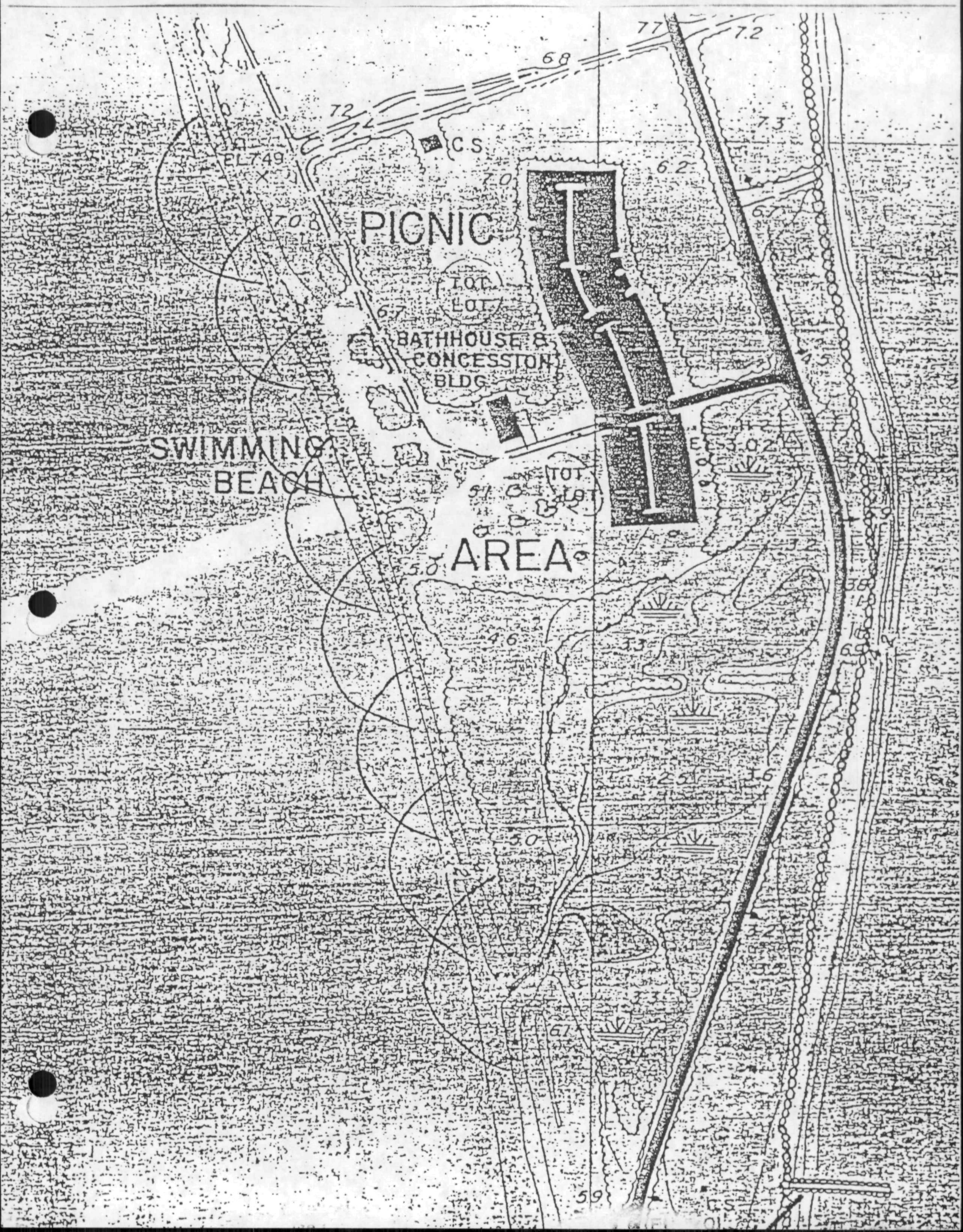
A report detailing the methods, nature of the bottom, findings, and recommendations for the management of the area studied and for the remainder of the park is to be submitted to the Division of Archeology, Maryland Park Service, and the Maryland Historical Trust within 60 days of completing the fieldwork.

The consultant best qualified to undertake such a survey at Point Lookout is Donald Schomette of Nautical Archeological Associates, Inc. Schomette is an experienced underwater archeologist who has conducted several underwater archeological reconnaissance and testing projects within the waters of the state. He has a pool of experienced divers from which he can draw and he has a first hand diving knowledge of Point Lookout and the various types of conditions, structures, and artifacts to expect. Lastly, he has the proven ability to meet deadlines and to prepare professional quality reports on his findings.

Sincerely,

Tyler Bastian
State Archeologist

TB:JMM/csw


PICNIC
AREA
SWIMMING
BEACH
BATHHOUSE &
CONCESSION
BLDG
TOT
LOT
C.S
EL 74.9

NAAI

NAUTICAL ARCHAEOLOGICAL ASSOCIATES INTERNATIONAL

A Limited Partnership

9110 Grandhaven Avenue
Upper Marlboro, Maryland 20772

Tel. (703) 273-0191

Mr. Ross M. Kimmel
State Forest and Park Historian
Maryland Forest and Park Services
Tawes State Office Building
Annapolis, Maryland 21401

March 28, 1983

Dear Mr. Kimmel:

This is in response to your letter of March 18, 1983 requesting the submission of a bid for a visual underwater archaeological reconnaissance survey, limited artifact sampling, drawings of significant features, and the production of a report of findings for the Potomac River nearshore area of Point Lookout State Park, Maryland.

Nautical Archaeological Associates International can undertake the abovementioned project for a fee of $2,000.

Due to other contractual agreements, however, which will oblige NAAI's presence elsewhere, beginning in June, it will be necessary to initiate the survey either in late April or early May 1983, or in the Fall of 1983. The former is preferable since operations on already agreed upon contracts may have to be extended into the Winter of 1983, delaying any work on the Point Lookout site until that time, with obvious handicaps.

Sincerely yours,

Donald G. Shomette
Director

DGS:jr

(SmlProcCont)

DEPARTMENT OF NATURAL RESOURCES

SMALL PROCUREMENT CONTRACT

(I.D. No.: 8307 FP)

THIS CONTRACT, entered into this 25th day of April, 1983, by and between the

STATE OF MARYLAND
DEPARTMENT OF NATURAL
RESOURCES
Maryland Forest and Park Service
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

hereinafter ("Department"),

and

Nautical Archaeological Associates ~~International~~ Incorporated
9110 Grandhaven Avenue
Upper Marlboro, Maryland 20772

hereinafter ("Contractor");

WHEREAS, the Department has chosen the Contractor, and the Contractor has agreed to perform the work herein and be bound by the terms of this Contract;

NOW, THEREFORE, for and in consideration of the mutual covenants herein contained be it agreed by and between the parties hereto as follows:

ARTICLE I. — NATURE OF CONTRACT

This Contract is for supplies, services or construction, the value of which is less than $7,500.00, and is generally governed by the Small Procurement Procedures established pursuant to Title 21 of the Code of Maryland Regulations, particularly COMAR 21.05.07, and Article 21 of the Annotated Code of Maryland.

ARTICLE II. — SCOPE OF WORK

The Contractor shall provide a visual underwater archaeological reconnaissance survey, limited artifact sampling, drawings of significant features and production of a report of findings for the Potomac River at the swimming beach (see attached) area of Point Lookout State Park.

ARTICLE III. — TERM

The term of this Contract shall be from 4/25/83 through 6/15/83. No work may be initiated under this Contract until the contractor has been instructed to proceed by the Department.

ARTICLE IV. — PAYMENT

The scope of work set forth above shall be performed during the term of this Contract for:

X A fixed amount of Two Thousand Dollars ($ 2,000), or

___ Other: _____ ($ _____).

The Contractor shall submit invoices for all costs incurred in accordance with a standard format including but not limited to the Contractor's Federal Tax Identification No. of 52-1060588 ~~APPLIED FOR~~, or Social Security Number of 220-40-7168, and a Contract Identifying Number set out above. Invoices shall be due and payable within 30 days of receipt by the Department.

ARTICLE V. — AGENTS FOR DEPARTMENT

The Director of Operations shall be the agent for the Department. The Contractor is not an agent of the State of Maryland or the Department, and cannot commit the State or the Department to any expenditure of funds or enter into any contractual obligation on behalf of the State.

ARTICLE VI. — WARRANTY

The Contractor agrees to prosecute all work under this Contract continuously and diligently, and to meet all milestones contained in the Scope of Work. The Contractor sahll be responsible for the supervision and inspection of, and the technical accuracy and coordination of all data and work pursuant to this Contract, and shall produce a product meeting professional standards of quality and methodology.

ARTICLE VII. — CHANGES

The Department may at any time by written change order make any change in the work within the general scope of this Contract. If any change under this clause causes an increase or decrease in the Contractor's cost of, or the time required for, the performance of any part of the work under this Contract, an equitable adjustment shall be made and the Contract modified in writing accordingly.

ARTICLE VIII. — DISPUTES

This Contract shall be subject to the provisions of Article 21, Title 7 (Administrative and Civil Remedies) of the Annotated Code of Maryland, and COMAR 21.10. Pending resolution of a claim, the Contractor shall proceed diligently with the performance of the Contract in accordance with the Department's decision.

ARTICLE IX. — TERMINATION FOR DEFAULT

If the Contractor fails to fulfill its obligations under this Contract properly and on time, or otherwise violates any provision of the Contract, the State may terminate the Contract by written notice to the Contractor. The notice shall specify the acts or omissions relied on as cause for termination. All finished or unfinished supplies and services provided by the Contractor shall, at the State's option, become the State's property. The State shall pay the Contractor fair and equitable compensation for satisfactory performance prior to receipt of notice of termination, less the amount of damages caused by Contractor's breach. If the damages are more than the compensation payable to the Contractor, the Contractor will remain liable after termination, and the State can affirmatively collect damages.

ARTICLE X. — TERMINATION FOR CONVENIENCE

The performance of work under this Contract may be terminated by the State in accordance with this clause in whole, or from time to time in part, whenever the procurement officer shall determine that such termination is in the best interest of the State. The State will pay all reasonable costs associated with this Contract that the Contract has incurred up to the date of termination, and all reasonable costs associated with termination of the Contract. However, the Contractor shall not be reimbursed for any anticipatory profits which have not been earned up to the date of termination.

ARTICLE XI. — NON-DISCRIMINATION

The provisions of Title VII of the Civil Rights Act of 1964 are hereby included in this Contract to the end that no person in the United States shall, on the grounds of race,

color, sex, religion, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under this Contract. In addition, the provisions of Article 49B, Sections 14 to 18 (Discrimination in Employment) of the Annotated Code of Maryland (1979 Replacement Volume), as may be amended from time to time, are incorporated by reference and are made a part of this Contract.

ARTICLE XII. — BRIBERY AFFIDAVIT

Pursuant to Article 21, Section 3-405(h) of the Annotated Code of Maryland, the individual executing this Contract on behalf of the Contractor solemnly declares and affirms to the best of his knowledge, information and belief, that no officer, director or partner of the Contractor, or any of its employees directly involved in obtaining contracts with the State of Maryland or any political subdivisions thereof, has been convicted of bribery, attempted bribery, or conspiracy to bribe under the laws of any state or federal government.

ARTICLE XIII. — SANCTIONS UPON IMPROPER ACTS

In the event the Contractor is convicted of a crime arising out of or in connection with the procurement, performance, or payment of this Contract, the Contract may be rendered void ab initio at the election of the Department, and the Contractor shall be required to return to the Department any payments already received pursuant to the Contract. Such sanction shall be applicable, as appropriate and in the discretion of the Department, to any such conviction during or after the expiration of the term of the Contract.

ARTICLE XIV. — COVENANT AGAINST CONTINGENT FEES

The Contractor warrants that no person or selling agency has been employed or retained to solicit or secure this Contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, and further agrees that for breach of such warranty this Contract may be rendered void ab initio at the election of the Department, or the Department may deduct from the Contract price or consideration the full amount of such commission, percentage, brokerage, or contingent fee.

ARTICLE XV. — SUBLETTING OR ASSIGNING OF CONTRACTS

The Contractor may not sublet, sell, transfer, assign or otherwise dispose of this Contract or any portion thereof, or of (its) right, title or interest therein.

ARTICLE XVI. — RIGHTS IN DATA

The Department shall at all times be considered the owner of all data, computations, estimates or other information obtained during the performance of this Contract, and of any memoranda, reports or other work products resulting therefrom. Upon the conclusion or termination of this Contract, all such material shall be delivered to the Department and shall remain the property of the Department.

ARTICLE XVII. — CORPORATE CERTIFICATION

If the Contractor is incorporated, this Contract shall be void ab initio at the election of the Department unless it is accompanied by an executed CERTIFICATION OF CORPORATION REGISTRATION AND TAX PAYMENT as set out in Exhibit F. to COMAR 21.07.01.

ARTICLE XVIII. — MULTI-YEAR RESTRICTION

If the term of this Contract extends into future fiscal years of the State, this Contract shall terminate automatically upon the failure of the General Assembly to appropriate funds for such future performance. Termination shall be effective as of the beginning of each fiscal year for which funds were not appropriated.

ARTICLE XIX. — LAW APPLICABLE

This Contract shall be governed by the laws of the State of Maryland, and the parties hereby expressly agree that the courts of the State of Maryland shall have exclusive jurisdiction to decide any question arising hereunder.

The Contractor will observe and comply with all federal, state, and local laws and ordinances that affect, in connection with this Contract, the work to be performed, those employed or engaged in connection therewith, any material or equipment used, or the conduct of the work itself; and will procure and bear the expense of all necessary licenses, permits, and insurance.

ARTICLE XX. — MERGER

This Contract embodies the whole agreement of the parties. There are no

ARTICLE XXI. PROTEST

An interested party may protest to the Department of Natural Resources procurement officer the award or proposed award of a contract for supplies, services, maintenance or construction. The protest shall be in writing and addressed to the Department's procurement officer. Procedures for filing a protest are governed by the procurement procedures pursuant to Title 21 of the Code of Maryland Regulations, particularly COMAR 21.10.02, and Article 21 of the Annotated Code of Maryland.

promises, terms, conditions, or obligations referring to the subject matter, other than those contained herein or incorporated herein by reference.

IN WITNESS WHEREOF, the parties have executed this Contract by causing the same to be signed on the day and year first above written.

CONTRACTOR
Nautical Archaeological Assoc., Inc.

By _____ (SEAL)
Donald G. Shomette, President

WITNESS
Notary Public
My Commission Expires Aug. 31, 1986

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES

By _____ (SEAL)

WITNESS

Approved as to form and legal sufficiency
this 22 day of April, 19 83

Assistant Attorney General

SOURCES CITED OR CONSULTED

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The Washington Post, Washington, D.C., 1983.

PERSONAL CONTACTS

Allen Albright, Charleston, South Carolina.
Tyler Bastian, Baltimore, Maryland.
Edwin W. Beitzell, Abell, Maryland.
Daryl DeCesar, Point Lookout, Maryland.
Orva Heissenbuttel, Camp Springs, Maryland.
Ross Kimmell, Annapolis, Maryland.
Joseph M. McNamara, Baltimore, Maryland.
Allen Polianski, Baltimore, Maryland.
Lawrence Pugh, Woodbine, Maryland.
Frederick Tilp, Alexandria, Virginia.